



# Fort Valley Road Feasibility Study

**Final Draft  
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# Inventory and Analysis



# 1.0 Inventory and Analysis

## 1.1 The Study Area

The study area consists of the portion of Fort Valley Road (State Route 180) beginning at Sechrist Elementary School, approximately 1/4 mile southeast of North Louise Street, and extending northwest to Fremont Boulevard. For the purposes of this study, the area will also include lands, roads, paths, buildings, and open space that occur within 1/2 mile of the corridor as defined above.

## 1.2 Inventory

A thorough inventory of the corridor was conducted to document its existing conditions, right-of-way, vehicular, pedestrian, bicycle, and transit facilities, zoning, land use, land ownership, utilities, and site amenities that exist along the corridor. These elements have a direct influence on the character of the roadway, and how future enhancements can be implemented.

### Right-of-Way

The existing right-of-way within the study area varies greatly and, as a State Route, is owned and maintained by Arizona Department of Transportation (ADOT). All enhancements within the right-of-way will require entering into agreements with ADOT, such as a maintenance agreement and/or an inter-agency agreement. Additionally, all improvements that are placed in the right-of-way may require obtaining an environmental clearance. From the southeastern boundary of the study area northwest until approximately Creekside Drive, the right-of-way is narrow, varying from approximately 75 feet to 85 feet. From Creekside Drive northwest to Fremont Boulevard the right-of-way widens varying from approximately 100 feet to 125 feet.

### Vehicular Facilities

Fort Valley Road is a State Highway with a three-lane road section consisting of one travel lane in each direction and an at-grade paved median that is used for left turns. The edge condition along the road varies with some locations having

a curb and gutter and others having a paved shoulder/bike lane without a curb. At locations where a curb and gutter exists, a four to five foot wide paved shoulder/bike lane is provided between the travel lane and the curb and gutter. There are 11 dedicated right turn lanes within the study area located at the following roads:

- Sechrist School
- Quintana Drive
- Creekside Drive (eastbound)
- Creekside Drive (westbound)
- Colton Court
- Blue Willow Road
- Wingding Brook Road
- Colton Research Center (entrance drive)
- Museum of Northern Arizona
- Crest Street
- Schultz Pass Road

The speed limit along the road varies between 45 mph and 35 mph. Between Fremont Boulevard and approximately Creekside Road the posted speed limit is 45 mph. From Creekside Road to the project limits the posted speed limit is 35 mph. During school hours, the speed limit at Sechrist Elementary School campus is 15 mph. Fremont Boulevard is the only controlled intersection along the corridor.



*Fort Valley Roadway Geometry*

## Pedestrian Facilities

Fort Valley Road, within the study area, has a minimal number of pedestrian facilities, consisting mainly of a few disconnected concrete and asphalt sidewalks and trails along the road. There are no street furnishings, seating, shading, or other pedestrian amenities.

### Concrete Sidewalks

Concrete sidewalks are limited to new development, in front of the Fire Station No. 5, Sechrist Elementary School, and Mt. Calvary Lutheran Church. The sidewalks at the Fire Station and Mt. Calvary Lutheran Church are installed only in front of their property. Although the properties are located in close proximity to each other, the sidewalks do not connect, nor do they connect with adjacent neighborhoods, serving only the property where they are installed. Concrete sidewalks are also installed on many of the recently improved side streets, including: Fremont Boulevard, Schultz Pass Road, Blue Willow Road, Creek Side Drive (westbound), and Stevanna Way. However, while these sidewalks connect to Fort Valley Road, most are located on the west side of the road where there are no other paths or sidewalks. Sidewalks are usually separated from the road by a narrow planting strip consisting of meadow grasses and flowers.

### Asphalt Sidewalks

Asphalt sidewalks are located along Coconino Estates between Stevanna Way and the pedestrian crossing at Sechrist Elementary School. The asphalt sidewalk connects the school with the Coconino Estates subdivision, which does not have sidewalks.

### Trails

There are two trails that run parallel with Fort Valley Road; the Karen Cooper Trail and Fort Valley Trail. Both trails are part of the Flagstaff Urban Trail System (FUTS). The Fort Valley Trail runs parallel with the road on the east side from Schultz Pass Road to the pedestrian crossing at Sechrist Elementary School. The trail switches to the west side at the crossing and continues running parallel with the road. On the western end Fort Valley Trail connects with Shultz Pass Trail.

Karen Cooper Trail begins at the intersection of Fremont Boulevard and Fort Valley Road at the Flagstaff Arts and Leadership Academy Campus (FALA) and is generally located 650 feet to 1,000 feet from the road. It roughly follows the Rio de Flag course and connects the Cheshire, Anasazi Ridge, and Coconino Estates neighborhoods and provides pedestrian and bicycle access to Sechrist Elementary School from these neighborhoods. It also provides a connection to the Museum of Northern Arizona campus at the location of a future City of Flagstaff park. Karen Cooper Trail also connects with Lowell Mesa North Fork Trail, Schultz Pass Trail, and Fort Valley Trail.

### Crossings

Within the study area there is only one controlled pedestrian crossing. It is located at the Fremont Boulevard/Shultz Pass Road intersection, at the FALA Campus. An uncontrolled crossing is located at Sechrist Elementary School. This crossing is signed and a raised pedestrian refuge is located in the median of Fort Valley Road.

### Bicycle Facilities

Bicycle facilities within the study area consist of bike lanes and trails. Unmarked bike lanes are located on both sides of Fort Valley Road. Bicyclists can also use the Fort Valley Trail and Karen Cooper Trail, both of which are part of the FUTS system, which provides bicycle connectivity throughout the City of Flagstaff. There are no other facilities such as rest areas, benches, or bike racks located within the study area.



*Fort Valley Trail*



## Transit Facilities

Transit service along Fort Valley Road consists of a bus route (Route 5 - Orange Route) which provides weekday service every 60 minutes. It begins at the Downtown Transfer Station where it provides connections with all routes in the Mountain Line system. The route travels through downtown with a stop at City Hall and Wheeler Park through Thorpe Park and then onto Forest Avenue. The route then travels northwest on Fort Valley Road to Fremont Boulevard where it circulates through the Cheshire neighborhood and then returns to the beginning of the route. There are five stops located along the corridor, three on the east side of the corridor and two on the west side of the corridor. The stops are located at the following locations:

- Pioneer Museum (east side)
- Stevanna Way (west side)
- Wingding Brook Road (east side)
- Museum of Northern Arizona (west side)
- Crest Street (east side)

Two of the five stops, Pioneer Museum and Crest Street, have transit facilities consisting of a transit shelter, bench, and trash receptacle placed on a concrete pad. The concrete pads are located along the curb and generally do not connect with adjacent trails or sidewalks. The other locations are identified only with signage. The stops are located approximately one-half to three-quarters of a mile apart.

## Zoning

Zoning along the corridor consists primarily of low to medium density residential and public lands and open space as defined by the City of Flagstaff. There are three locations zoned for commercial within the study area. One is the location of the FALA Campus which is within the City of Flagstaff limits. The other two are located in Coconino County. The first one is located across the road from the fire station and contains the American Conservation Experience Building and the Quintana Investors property north of Quintana Drive. The other is located just beyond the project limits at Magdalena Drive and contains the Shell gas station.



*Bus Stop at Pioneer Museum*

## Land Use

Land use along the corridor closely follows the zoning except as follows:

- Sechrist Elementary School, Pioneer Museum, Coconino County Government Complex, and Coconino Center for the Performing Arts are located on land zoned Public Lands & Open Space.
- Fire Station No. 5 and a portion of Grand Canyon Trust are located in Coconino County.
- Museum of Northern Arizona, McMillan House, H. S. Colton Research Center, the Peaks, Senior Living Community, and Flagstaff Reservoirs are located on land zoned Public Lands & Open Space.
- Flagstaff Arts and Leadership Academy is located on land zoned Commercial.

Most of the land adjacent to the road is developed with the exception of the commercially zoned Quintana Investors Properties Parcels, four parcels in the Coyote Springs subdivision, eight parcels in the Valley Crest subdivision, the open space between FALA and Museum of Northern Arizona, and five parcels within the Anasazi Ridge subdivision. Between Fremont Boulevard and Quintana Drive development is low to medium density with several of the land uses located on property greater than two acres in size, the exception being the Valley Crest subdivision. Between Quintana Drive and Sechrist Elementary School, the west side of the road is more

urban with a medium density while the east side continues to maintain the low density similar to the northern portion of the corridor.

### Land Ownership

Besides the private developments, there are three primary land owners along the corridor. These are City of Flagstaff, Coconino County, and the Museum of Northern Arizona. The largest land owner along the corridor is the Museum of Northern Arizona which owns approximately 216 acres of land which includes the Museum, H.S. Colton Research Center, and the historic Colton House Retreat Center. The Museum's property fronts Fort Valley Road between Crest Street and Wingding Brook Road, on both sides of the road, and for approximately 350 feet beginning at the Schultz Creek crossing extending northwest toward Creekside Drive (eastbound).

The second largest land owner is Coconino County which owns approximately 66 acres and fronts the east side of Fort Valley Road between Quintana Drive and Meade Lane. This frontage is interrupted by Sechrist Elementary School and Pioneer Museum.

The City of Flagstaff owns three locations that front Fort Valley Road, north of the Fremont Boulevard/Shultz Pass Road intersection, between FALA and the Museum of Northern Arizona, and the Fire Station. The area between FALA and the Museum has been identified as a future park.

### Utilities

The City of Flagstaff provides public utilities, sewer and water to the properties within the City limits. APS provides electric power to the properties along the road. There is a sewer collector main that is located within the Fort Valley Road right-of-way. A secondary sewer outfall main is located within the Karen Cooper Trail easement. Laterals are provided to the properties along the road and secondary mains are provided along major roads intersecting with Fort Valley Road.

Two water mains are located along Fort Valley Road within



*Overhead Power Lines and Surface Utilities in Fort Valley Road*

the right-of-way limits. There is a distribution main located on the east side of the road and a transmission main located on the west side of the road. Laterals are provided to the properties along the road and secondary mains are provided along major roads intersecting with Fort Valley Road.

Electric service is provided by an overhead transmission line that runs parallel with the road. From Meade Lane to Stevanna Way the overhead lines are located on both sides of the road. From Stevanna Way to approximately 400 feet north of Crest Drive the overhead lines are located on the west side of the road, except for a short section between Colton Court and Blue Willow Road where the overhead lines are located on both sides of the street. Along the future City park and FALA the overhead property line is located on the west side of the road. The overhead transmission lines cross the road at 11 locations. These locations are:

- Sechrist Elementary School
- Pioneer Museum
- Coconino Government Complex (two locations)
- Fire Station
- Grand Canyon Trust
- Mt. Calvary Lutheran Church
- Creekside Drive (eastbound)
- +/- 350 feet north of Wingding Brook Road
- Main entrance to the Museum of Northern Arizona
- Southern parking lot at the Museum of Northern Arizona
- Approximately 400 feet north of Crest Drive



## Site Features

There are several distinguishing features located along the corridor. These include entrance signs, stackrail fences, stone walls, stockade fences, and drainage features.

### Entrance Signs

Various styles of entrance signs are located along the corridor. Most incorporated the use of basalt stones and timber in their design but vary greatly in style, location in proximity to the road, and size. The two exceptions are the Mt. Calvary Lutheran Church sign and the Peaks Senior Living Community sign, both of which do not incorporate any basalt stone detailing. The follow locations have signs:

- Coconino Center for the Arts
- Pioneer Museum (two locations)
- Grand Canyon Trust
- Mt. Calvary Lutheran Church
- Coyote Springs Subdivision
- The Peaks Senior Living Community
- H.S. Colton Research Center
- Museum of Northern Arizona (both sides of the road)

Additionally, approximately 600 feet from the project limits at Fremont Boulevard, the City of Flagstaff has installed one of the City's gateway signs which is constructed of timber and steel. It marks the approximate location of the City of Flagstaff boundary.

### Stackrail Fences

One of the primary distinguishing features of the corridor is the stackrail fences. However, they are not located consistently along the corridor and the condition and location of the fences in proximity to the road varies greatly. Stackrail fences are generally placed outside the right-of-way which can either be above or below the elevation of the road, in wooded areas, or a substantial distance from the road. As such, in many locations, the fence is not noticeable. The following is a list of locations where the stackrail fence has been installed:

#### East Side

- Along Pioneer Museum frontage, between Coconino Center for the Arts entrance and the Coconino County Government Complex;
- Between Shultz Creek crossing and Wingding Brook



*Museum of Northern Arizona Sign*



*Coyote Springs Entrance Sign*



*Stackrail Fencing at MNA*

Road; and

- Between the H.S. Colton Research Center Entrance Drive and Crest Drive.

#### West Side

- Crest Drive to the southern parking lot entrance for the Museum of Northern Arizona;
- Private properties beginning approximately 650 feet north of Blue Willow Road to Creekside Drive (westbound);
- Beginning approximately 700 feet north of Blue Willow Drive south to Creekside Drive (westbound); and
- Perpendicular with Fort Valley Road between Grand Canyon Trust and the Fire Station.



*Retention Basin in Front of Pioneer Museum*

the naturalistic setting. The following are locations where drainage features are located:

#### **Stone Walls**

There are two locations where stone walls have been installed to either define the property line or to provide privacy for homeowners. These locations are:

- Schultz Pass Road extending south approximately 550 feet
- Along Grand Canyon Trust

#### **Stockade Fences**

Several of the subdivisions along Fort Valley Road have installed stockade fencing to provide privacy for homeowners. These include the Cheshire, Valley Crest, and Coconino Estates Subdivisions.

#### **Drainage Features**

Drainage is a major concern along the corridor as the mountains north and east of the road drain in a southwesterly direction. Additionally, there are several small drainage ways and the Shultz Creek which cross the road. With the addition of subdivisions and the built elements, much of the historic meadows environment have been paved over. These meadows have historically slowed drainage. The City and private developers have installed drainage features, such as retention basins and swales along the road to hold the flow of stormwater. In some instances these are naturalistic in appearance, such as in front of the McMillan House, but in other locations they are engineered and contrast with

- North and south side of the Coconino Center for the Arts and Pioneer Museum Entrance
- North side of Quintana Drive
- Fire Station
- South side of Creekside Drive
- Between the secondary entrance to the H.S. Colton Research Center and the McMillan House
- Adjacent to Valley Crest Subdivision

## **1.3 Analysis**

The purpose of the analysis is to gain an understanding of how the history, institutions, transportation systems landforms, gateways, and landscape character have shaped an overall corridor identity. The analysis also identifies opportunities that exist along the corridor and how they may be developed to enhance and support the development of a corridor identity.

### **Historical Influences**

The cultural history of Fort Valley Road has played an important role in shaping its character. Drawing upon this history is important to provide a level of authenticity to enhancements that take place along the road. Understanding and demonstrating the history of the corridor will help link the surrounding neighborhoods, inform visitors, and create a memorable corridor with a strong sense of place. The



following is summary of important historical places along the corridor from south to north:

### ***Beale Road***

The location of Fort Valley Road, which is named for the fort built in 1881 by John Young for the Church of Latter Day Saints, roughly follows the original Beale Wagon Road which Congress authorized in 1857. The Beale Wagon Road was surveyed and constructed between 1857 and 1860 by Navy Lieutenant Edward F. Beale. The trail extended from Fort Defiance in the New Mexico Territory to the Colorado River where it connected with wagon roads in California. The road was heavily used by homesteaders from California arriving in Flagstaff via the Beale Wagon Road. The importance of the road is emphasized on the plaque located near the Pioneer Museum which states; "From the end of the Civil War through the 1880s, the volume of travel may have been as great as on the more famous Oregon Trail." The Beale Wagon Trail is still visible in many locations throughout northern Arizona and has been marked with commemorative signs in several of these locations by Jack Beale Smith. One of the commemorative signs is located on Switzer Mesa.

### ***Matson House***

The Matson home is located on the right side of the road across from Coconino Estates. It was once the homestead for the Matson Dairy. The dairy farm was sold in the 1950s and Coconino Estates was developed from the 1950s and 1970s as the City of Flagstaff expanded westward.

### ***Coconino County Hospital Complex (Pioneer Museum)***

The Coconino County Hospital Complex was registered as a Historic Place in 1986. The complex consists of the Coconino Hospital for the Indigent and Poor Farm that was built in 1908, the 1910 Barn, and the root cellar. Additional historic elements were added to the campus such as the 1929 Baldwin Articulated Logging Locomotive and Santa Fe Caboose which was located on the grounds in 1994, the 1908 Ben Doney Homestead Cabin which was moved to the grounds in 1967, and the 1906 Gregg Cabin which was recently

added to the grounds. The Hospital played an important role in the settlement of the areas west of Flagstaff.

### ***Colton House***

Built in 1929 by the founders of the Museum of Northern Arizona, Dr. Harold S. Colton and Mary-Russell Ferrell Colton, the Colton House was placed on the Register of Historic Places in 1984 and restoration was completed in 1986. The restoration preserved the integrity of the original structure while providing upgrades that allow the house to be used as a first class business retreat facility.

### ***Lockett House (Grand Canyon Trust)***

The Lockett House is now the location of the Grand Canyon Trust. Built in 1930, the building has been altered significantly and is not eligible for registration on the National Registration of Historic Places. The area around the house was homesteaded in 1880s by the Lockett Family who ranched the area until the mid-20th Century.

### ***The Homestead (McMillan House)***

The Homestead house was built in 1886 by Thomas McMillan, Arizona's first permanent Anglo settler. The home was placed on the National Register of Historic Places in 1975. The Homestead house is located across the street from the Museum of Northern Arizona's Exhibition Building and was restored by MNA's founders in 1928. After being purchased by the Museum, the house was used as visitor housing, biology lab, and collections area. The Homestead



***Coconino Hospital (Pioneer Museum)***

also served as the residence for several MNA directors, including Ned Danson, father of actor Ted Danson, who lived in the house until 1980. From 1989 to 1997 the Grand Canyon Trust was located in the McMillan House. Also located on the property, now owned by MNA, is the potato barn which was built in 1887.

### ***Museum of Northern Arizona Exhibition Building***

The Exhibition Building for the Museum of Northern Arizona was built in 1936 and placed on the National Register of Historic Places in 1993. The Museum was founded in 1928 as a repository for Native American Artifacts and natural history specimens from the Colorado Plateau which are now housed in the Exhibition Building. The Museum has evolved into a regional center of learning with collections, exhibits, educational programs, publications, and research projects and serves as the gateway to understanding the Colorado Plateau and northern Arizona region.

### ***Weatherford Road***

Weatherford Road extends north from Shultz Creek Road near Fort Valley Road up to Doyle Saddle. It was developed in 1927 by Mr. Weatherford as a toll road for tourists and was originally named San Francisco Mountain Boulevard. The road was purchased from the Weatherford family by the U.S. government and became part of the U.S. Forest Service Road System in Coconino National Forest in 1942.

### ***Gregg Cabin***

Gregg Cabin which was originally constructed in 1906 was recently discovered in the Cheshire Subdivision when an existing home that had been built around the cabin was being demolished. The Cheshire area was originally purchased by the Gregg family from the Saginaw & Manistee Lumber Company and ranched until 1950s when it was sold to Claude Cheshire. The land was later sold and subdivided in the 1960s.

### ***Institutions***

Just as history has played an important role in the



***The Homestead (McMillan House)***

development of Fort Valley Road, several regionally and world renowned institutions have chosen this corridor to locate their headquarters. This has helped create the corridor as a noteworthy area for understanding the importance of the Northern Arizona region. Emphasizing these institutions, and drawing others with similar philosophies and missions to locate along the corridor, can strengthen the identity of Fort Valley Road. This can also help develop the Fort Valley Corridor as a premier research, educational and/or cultural destination. The following is a short summary of important research, educational, and cultural institutions along the corridor from south to north.

### ***Sechrist Elementary School***

Sechrist Elementary is part of the Flagstaff Unified School District serving the west Flagstaff area, including all the subdivisions located within the study area. It is a public school that provides education for pre-kindergarten and kindergarten through grade 6.

### ***Mission Statement***

Here at Sechrist we are creating a school climate that fosters open communication, safety and security, respect for every individual, and the idea that the school is the center of the community and welcomes all of its members. Every child deserves the opportunity to grow and learn in a caring, supportive environment. Sechrist knows that learning is holistic and needs to foster development of the whole child.

### **Arizona Historical Society Pioneer Museum**

Established by an Act of the First Territorial Legislature on November 7, 1864, the Arizona Historical Society (AHS) is Arizona's oldest historical agency. Architects of the Territory's code of laws realized they were making history and that it was important to preserve a record of their activities. One of their earliest actions was to create the means for documenting the past and recording contemporary events as they unfolded. This became the Arizona Historical Society, formed to collect and preserve "all facts relating to the history of this Territory". The Arizona Historical Society has collected and preserved the material remains of Arizona history for well over a century. Today, AHS serves as steward of more than three million objects maintained by our museum and library archives departments in Flagstaff, Tempe, Tucson, and Yuma.

### **Flagstaff Cultural Partners**

The Flagstaff Cultural Partners is located in the Coconino Center for the Performing Arts. It manages the Center, serves as the regranting organization for the City of Flagstaff Art and Science Fund, and promotes and organizes the monthly First Friday ArtWalk in Flagstaff.

#### *Mission Statement*

The mission of Flagstaff Cultural Partners is to enhance the spectrum and quality of cultural experiences available to residents of and visitors to our community.

#### *Vision Statement*

"Inspiring excellence through strong partnerships for the Arts"

### **Coconino Center for the Arts**

The Coconino Center for the Arts is the cultural hub of the Flagstaff community. The 4,000 sq. ft. gallery features diverse exhibitions, and the intimate 200-seat theater offers concerts, performances, films and other presentations.

In partnership with several local cultural organizations, the Center hosts concerts, art markets, festivals, fundraisers, workshops and other activities. Popular annual programs include the Recycled Art Exhibition (April), the Flagstaff Folk

Music Festival (mid-June), and the Elemental Craft Exhibition (December). The Center also highlights youth performances from local schools and through the Youth Celebrate Art & Culture Exhibition (March). Also located adjacent to the Coconino Center for the Arts is the "Art Barn" which is owned by Coconino County.

### **Grand Canyon Trust**

The Grand Canyon Trust is located in the Lockett House and has been part of the Fort Valley Road community since 1989.

#### *Mission Statement*

To protect and restore the Colorado Plateau - its spectacular landscapes, flowing rivers, clean air, diversity of plants and animals, and areas of beauty and solitude.

#### *Vision*

Work toward a region where generations of people and all of nature can thrive in harmony. The Grand Canyon Trust vision for the Colorado Plateau one hundred years from now is:

- A region still characterized by vast open spaces with restored, healthy ecosystems and habitat for all native plants and animals.
- A sustaining relationship between human communities and the natural environment.
- People living and visiting here who are willing and enthusiastic stewards of the regions's natural resources and beauty.



**Grand Canyon Trust (Lockett House)**



In southern Utah and northern Arizona, the Colorado River and its tributaries have cut down through the Colorado Plateau to form one of the world's most famous and compelling landscapes, including the Grand Canyon.

The American people have recognized this remarkable wild region by designating the planet's largest concentration of national parks and monuments here. This is the place the Grand Canyon Trust was established to protect.

### ***American Conservation Experience (ACE)***

American Conservation Experience is a recent addition to the corridor. It is a non-profit conservation corps dedicated to providing service learning opportunities for emerging land managers and conservation-minded volunteers in culturally diverse and naturally inspiring settings. ACE members embody an ethic of environmental stewardship, learn practical conservation skills, and explore career options while accomplishing vital conservation projects in many of America's most spectacular open spaces.

#### **Core Values of ACE**

- Safety
- Integrity
- Quality
- Dedication
- Professionalism
- Flexibility
- Enthusiasm
- Passion

### ***Flagstaff Arts and Leadership Academy***

Flagstaff Arts and Leadership Academy (FALA) is located at the intersection of Fremont Boulevard and Fort Valley Road and is a tuition-free, public charter middle and high school with a focus on academic excellence and rigorous performing and visual arts programs.



***Flagstaff Arts and Leadership Academy***

#### ***Philosophy and Curriculum***

FALA has a liberal arts curriculum with an emphasis in fine and performing arts. Our curriculum seeks to prepare students to think critically, communicate effectively, analyze issues, and develop leadership abilities. We value each student as an individual and champion the importance of art education as a way to support self-expression, creativity, and awareness. Students begin with a broad exposure to the arts by taking at least one course in each core artistic area, including fine arts, dance, music, and theatre. Then, students are encouraged to focus on one or two artistic areas of interest through advanced art courses. This breadth and depth of art education guides students to follow their own artistic passions and also allows students to gain exposure to different media and points of view.

### ***Transportation***

The corridor has always been an important travel route. Native Americans used the valley through which the road is situated as an access route, migration route, and as a means to access important cultural and religious locations, such as the San Francisco Peaks. Native American artifacts have been found at several locations throughout the corridor indicating the area was used for farming, grazing, and travel. Since the construction of the Beale Wagon Road, the Fort Valley Corridor area has been heavily influenced by transportation. The Beale Wagon Road opened the area up to homesteading which in turn led to the creation of a rich ranching culture in this part of northern Arizona. As the area



developed, Beale Wagon Road was eventually renamed Fort Valley Road, paved, and became a State Highway, connecting Flagstaff and the Grand Canyon to California, New Mexico, and Texas. Fort Valley Road is one of the gateways to the Grand Canyon and the primary access to Snowbowl Ski Resort.

As the City of Flagstaff developed, the road evolved from one mainly used by vehicles to its current state as a multi-modal street used by bicyclists, transit riders, and pedestrians. Bus service was established in 2001 and Flagstaff instituted the Flagstaff Urban Trail System (FUTS) in 1988. Two existing trails run parallel with Fort Valley Road providing a safe environment for bicyclists and pedestrians.

Throughout this transformation, Fort Valley Road has maintained its rural character, especially north and west of Sechrist Elementary School. Beginning a few miles north of the City of Flagstaff city limits and extending to a few miles before State Route 64, Fort Valley Road is an Arizona Scenic Road. With rich cultural assets, historic structures, and scenic views of the San Francisco Peaks, the section of Fort Valley Road within the study area possess characteristics of intrinsic qualities that make the argument that this section of the road should be included in the Scenic Road designation. Maintaining and enhancing this visual quality will be important as development continues along the road.

### Gateways

Fort Valley Road is one of seven gateway roads leading into the City of Flagstaff. Three of these gateways are located on Interstates, one on I-17 and the other two at the east and west boundaries of the City on I-40. Another three, including Fort Valley Road, are located on State Highways; SR 89A, SR 89 North, and SR 180. The remaining gateway is located on Lake Mary Road which provides access to Lake Mary and Payson from Flagstaff. The Fort Valley Road Gateway is unique as it functions as a dual gateway; a City of Flagstaff Gateway as well as a gateway to the Grand Canyon. The only one that is similar is the gateway on SR 89 which functions as a City of Flagstaff

Gateway and a gateway to the Navajo Nation.

### Landform

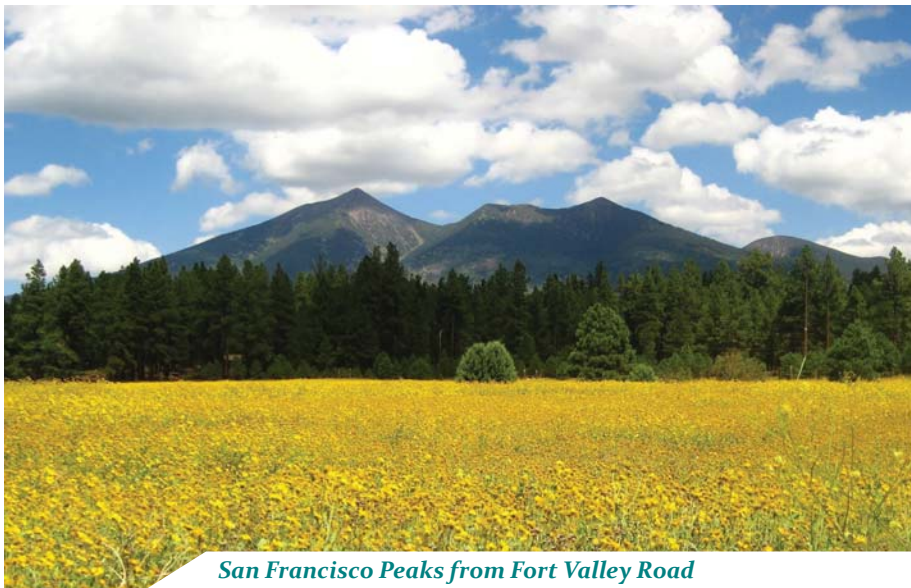
Landform has played a critical role in influencing how the corridor was developed and how it is defined. The corridor is situated between two mesas; Switzer Mesa to the northeast and Observatory Mesa to the southwest. The mesas define a long broad valley through which the road travels. The steep and heavily forested side slopes of the mesas have limited development and maintained the natural beauty of the corridor. The ridgelines provide a visual definition to the corridor and help frame views of meadows, forest, and the San Francisco Peaks.

Another key landform feature adjacent to the corridor is the Rio de Flag. The Rio de Flag runs parallel with Fort Valley Road for the entire length of this study area to its source at Big Leroux Spring, about five miles to the north. The Rio de Flag and its tributaries create spectacular landforms from wetlands in meadows surrounding the corridor to deep canyons near the Museum of Northern Arizona.

The major landform that dominates much of the corridor is the San Francisco Peaks comprised of six peaks surrounding the caldera of the now quiet volcano. They are the highest peaks in Arizona with Humphreys Peak at 12,633 feet being the tallest mountain in Arizona. Humphreys, Agassiz, and Fremont Peaks dominate the horizon north of the corridor.



*San Francisco Peaks from Fort Valley Road*



*San Francisco Peaks from Fort Valley Road*

The Peaks are one of the most distinct geological features of the Colorado Plateau and a popular tourist destination with over a quarter of a million people flocking to the Peaks each year for hiking, skiing, camping, wildlife viewing and wilderness solitude. Primary access to the Peaks is via Fort Valley Road.

## Landscape

Along with the San Francisco Peaks, the natural landscape surrounding the corridor is one of its most treasured assets. Comprised of well preserved forested and meadows areas, they provide a traveler with a unique visual experience almost unparalleled in Arizona. The open expansiveness of the meadows allows the traveler to appreciate the tall Ponderosa Pines that make up the forest. This openness also allows for great views of the San Francisco Peaks. The abundance of flowers and meadow grasses provide seasonal beauty. Meanwhile, the forest helps define the meadows and frame views of the Peaks. They provide a sense of enclosure as you travel through sections of road that are surrounded by forest. The forest is predominately Ponderosa Pine and is part of the largest continuous Ponderosa forest in the world. Mixed in with the Ponderosa are Quacking Aspen. During fall time, the Quacking Aspens come alive with a brilliant display of golds and yellows. Together, the meadows and forest, vibrant spring flowers and fall color, and the broad valleys, steep mesa, and majestic mountains create an unparalleled visual experience for travelers, residents and visitors alike, traveling along the corridor.

## Opportunities

Along with the San Francisco Peaks and the natural landscape along the corridor, there are several opportunities that can be developed to better define the corridor, create stronger links between neighborhoods and the corridor, and create a sense of place. These include:

- Stackrail fences
- New trails
- Views
- Crossings
- Gateways
- History
- Materials
- Edge conditions

### Stackrail Fences

Stackrail fences are one of the most unique and visually interesting features found within the corridor. Utilizing these as a central theme can help unify the corridor visually. Installing them consistently along the road would create the singular element for the corridor that is currently lacking.

### New Trails

Numerous existing and planned trails are within the areas. However, they are not well connected with each other or with the corridor. Providing a new sidewalk/trail along the west side of Fort Valley Road will assist greatly with this connectivity. Additionally, with sidewalks currently installed on most of the road leading into the neighborhoods to the west, this new trail/sidewalk would enhance sidewalk connectivity. Finally, an added benefit of these links would be a better connection to the Rio de Flag. Finally, new trails at Shultz Creek, along Wingding Brook Road, and east of Sechrist, along with the proposed Beale, Reservoir, and Schultz Pass Trails would provide better connectivity with the neighborhoods and natural resources east of the corridor.

### Crossings

While the corridor is a State Highway, making crossings difficult, there is an opportunity to work with ADOT on identifying additional locations where crossings could take place. These could be marked crossings, or they could include pedestrian activated signals that could eventually be

upgraded to full signalized intersections once traffic patterns warrant a signal. Potential locations include:

- Quintana Drive
- Creekside Road
- Blue Willow Road
- Museum of Northern Arizona north entrance

### **Views**

Preserving and enhancing existing views and identifying opportunities to highlight new views is important to maintaining and enhancing the visual experience along the corridor. Accomplishing this will be difficult as one of the key constraints are the power lines which run along the corridor, obstructing views of the San Francisco Peaks. Opportunities to provide visual access to the Rio de Flag should be explored to help link this natural feature with the corridor. This could be accomplished at the meadow next to Flagstaff Arts and Leadership Academy, near Creekside Drive, and at the meadow around the Fire Station.

### **Gateways**

The introduction of gateways into the corridor will help define its limits and provide a sense of arrival for visitors and residents. These should be distinctively different from the gateway signs the City has implemented at the City limits so as not to confuse users. Gateways can also serve as traffic calming devices. Potential locations for gateways include:

North:

- Fremont Boulevard
- Mid-point of the future City park
- Museum of Northern Arizona Entrances

South

- Meade Lane
- Sechrist Elementary School
- Quintana Drive

### **Historic Features**

The cultural and historic features along the corridor are one of its greatest assets. Highlighting these through an interpretive program could help weave the corridor together. Coupled with the fences, gateways, and materials these

interpretive elements could be unique features that provide a unifying aesthetic quality to the corridor. Interpretive elements should highlight important historic events and sites and significant cultural elements. Additionally, the interpretive elements should reference all human activity of historic importance in the area from pre-European activity to present.

### **Materials**

Along with the stackrail fences, the material used along the corridor is another existing unifying element. However, the materials are not used consistently throughout the corridor. The type of material used also provides an opportunity to highlight sustainability through the use of local materials. Walls, signs, and other vertical features should utilize stone, wood and metal and landscaping should utilize native species found in the area.

### **Edge Conditions**

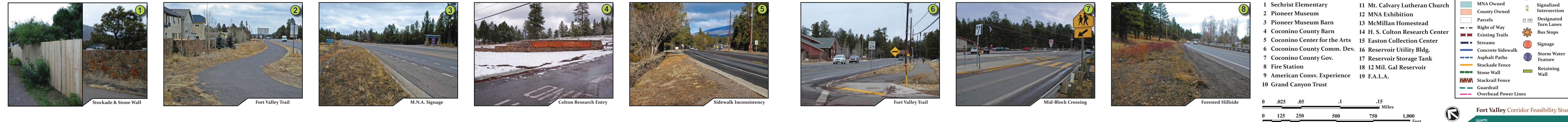
The edge conditions along the corridor vary from urbanized areas to meadows and forest. To the greatest extent possible, preservation, and restoration of the forest and meadow areas that have been compromised, offers a great way to create a more cohesive corridor. Additionally, defining the use of these conditions at each locations activity in meadows, passivity in forest, can help reinforce the overall character of the road.



*Good Use of Local Materials (Colton Research Center Sign)*

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# Analysis



Fort Valley Gateway



Park Meadow



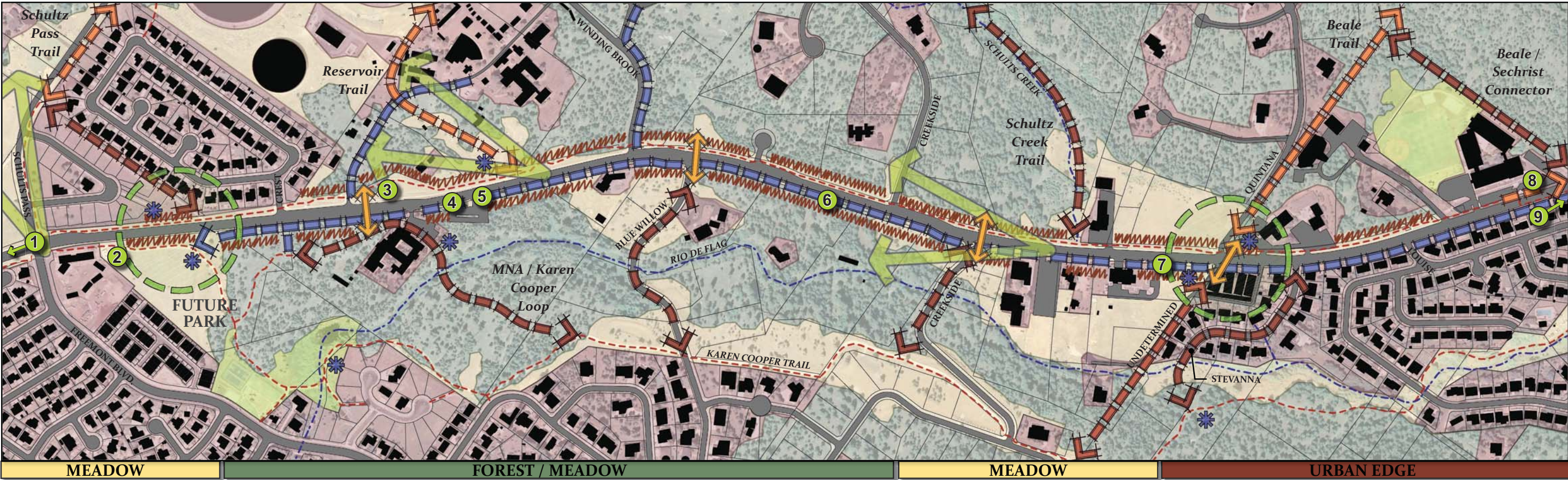
Homestead Meadow



MNA - View North



MNA - View South



Forested 'Choke Point'



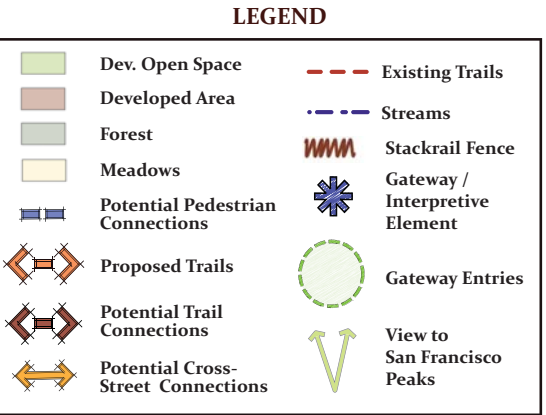
Central Meadow



Urban Edge



Forested Hillside







# Stakeholder Forum





## 2.0 Stakeholder Forum

### 2.1 Stakeholder Involvement Plan

In order to gain a full understanding of the strengths, weaknesses, opportunities, and threats along the corridor, a stakeholder involvement plan was developed for this study. The plan included a series of stakeholder forums conducted over the course of two days. The 44 stakeholders included County Supervisors, City and County agencies and staff, Arizona Department of Transportation, education, research, and cultural institutions, business owners, neighborhood associations, and the community at large. The consultant team conducted one-on-one meetings with County Supervisors on the first day and held three stakeholder meetings along with a public open house on the second day.

### 2.2 Stakeholder Forum Process

The three stakeholder meetings were conducted on March 22nd at the following times with the following participants:

- 8:00 – 9:30 am : Businesses and Community
- 10:00 – 11:30 am : City and County Staff
- 1:30 – 3:00 pm : Cultural, Educational, and Research Institutions
- 6:00 – 8:00 pm : Public Open House

Each stakeholder forum consisted of an overview of the stakeholder forum goals, forum rules, project scope, and how this project related to work previously completed by the County, in particular the Fort Valley Road Highway 180 Scenic Corridor Area Plan. This was followed by a brief presentation of the corridor inventory, corridor influences, and corridor analysis discussed in Section 1.0.

Following the presentation, a discussion about the corridor was conducted with the stakeholders through a series of questions. Full participation was gained by conducting round table answers and calling on individuals to provide answers to the questions. Seven pre-prepared questions were asked at each of the stakeholder forum meetings. In some cases, the answer to a question had been discussed during a previous question. In those cases, the question was skipped to ensure all seven questions were discussed by all stakeholders. The seven questions were arranged around three main topics, Corridor Issues, Corridor Goals, and Corridor Vision.

The following is a list of the questions discussed during the stakeholder forum meetings:

#### Corridor Issues

- What is the perceived character of the corridor today?
- Discuss 3 to 5 major issues or concerns within the corridor.
- Discuss 3 to 5 of the greatest assets of the corridor.
- What are the biggest barriers to realizing enhancement along Fort Valley Road?

#### Corridor Goals

- What is, or what should be, the function of the corridor?
- List 3 to 5 major goals for this project.

#### Corridor Vision

- If you were to leave Flagstaff and return in 20 years, what would you like Fort Valley Corridor to look like?

The following is a list of the stakeholders who participated in each of the meetings and the responses to the discussion questions listed above.

## 2.3 Businesses and Community

### Attendees

- Brad Bielenberg, Otak
- Esliir Musta, Coconino County Facilities Management
- Susan Brown, Coconino County Facilities Management
- Tiffany Antol, Coconino County Community Development
- Sat Best, Northern Museum of Arizona
- Jerry Bills, Flagstaff Fire Department

### *Discuss 3 to 5 major issues or concerns within the corridor.*

- Signage - traffic mile markers
- Sidewalk connection
- Vehicle clearance in front of station
- Unique experience - distinct gateway - define, make clear as you approach the City
- Mission/Vision Statement
- Potential dangers - undeveloped parcels - how they end up being developed

- Possible preservation of parcels south of museum
- County to identify use of lands along highway
- Stackrail fence - zig zag
- Highlighting Rio de Flag - has support ground - preserve and enhance
- Museum owned open space - private next to Ace - four parcels - Coyote Springs, one by museum
- Social trail pressure to get from Ft. Valley to Schultz Pass
- Fire access from Fire Station and along road

### ***Discuss 3 to 5 of the greatest assets of the corridor.***

- Opens up to - access to everything
- Trees
- Historic structures
- Public institutions
- Neighbors - attention already given to the corridor - Friends of the Rio, Weed Warriors - formed a group for the corridor
- Native plants - displays of pre-European landscapes
- Opportunities for leveraging good development
- ADOT approval
- Salt (road de-icer) - impacts on local drainages

### ***What is the perceived character of the corridor today?***

- Natural landscape, wildlife, trails, cultural resources
- Historic resources
- Build on public input
- At least two archeological sites - great opportunity to tell many stories
- Rio de Flag brought into better focus - a spring in Cheshire, restoration of habitat
- Springs - unknown - how people once lived here
- Split rail zig zag fence - hope it stays - 1880 - problem to maintain - people really see
- Use of Basalt
- Value of walking tours and events - hard to see vision without getting traffic out

### ***What are the biggest barriers to realizing enhancement along Fort Valley Road?***

- Traffic
- Highway owned by ADOT
- Money
- Private development/construction

### ***List 3 to 5 major goals for this project.***

- Educational institutions
- Event element - summer events - crowd central/ parking/shuttle
- Park-like?
- Has to be a historic/cultural district - such a piece of Arizona/Flagstaff history - preservation as a gateway - educational resource - environmental education
- Preserve cultural and environmental heritage of Flagstaff - natural/cultural heritage
- Economic development? - draws people in, ties institutions together for mutual benefit
- Draw people to Grand Canyon on 180 - competition with Williams and 64
- Marketing - making linkages to other n. Arizona places
- National Scenic Byway

### ***If you were to leave Flagstaff and return in 20 years, what would you like Fort Valley Corridor to look like?***

- Exactly the way it is now - bring back more of the natural
- Valley Crest - fix fence
- Fix Rattlesnake fence
- Healthy forest and grasslands
- Built environment matching pre-existing character
- Destination location
- Don't want to see traffic as is - want to see more trees
- Consider tourism and travel needs
- Historic/cultural walk for people to enjoy at a slower pace
- Rely on tourists - don't think relocating them works for Flagstaff
- More pedestrians and bikes - incorporate highway into community vision - not likely to go away
- Signage, places to play, sculpture - doesn't have to be asphalt - features as linkages - know you have arrived when in District or Cultural Park
- Great as a showpiece - model community - get people out of their cars/shuttles/transit affiliated with District
- Huge opportunity if you name it - it will come - county land for parking lot - textures

### ***What else should we consider?***

- Make it happen
- Forest health - urban forest heavily used/impacted
- Need to get rid of salt

## 2.4 City and County Staff

### Attendees

- Brad Bielenberg, Otak
- Esfir Musta, Coconino County Facilities Management
- Susan Brown, Coconino County Facilities Management
- Tiffany Antol, Coconino County Community Development
- Jeanne Trupiano, Coconino County Parks & Recreation Department
- Georgia Duncan, Friends of Flagstaff Future
- David Wessel, FMPO
- Martin Ince, FMPO
- Kimberly Sharp, City of Flagstaff Planning
- Karl Eberhard, City of Flagstaff Community Development
- Art Babbott
- Sue Pratt, Coconino County Community Development
- Celia Barotz, City of Flagstaff
- Bruce Aiken, BPAC
- Audra Merrik, Arizona Department of Transportation
- Randy Ryan, Coconino County Engineering
- Joanne Keene, Assistant Deputy County Manager

### *What is the perceived character of the corridor Today?*

- Gateway to Flagstaff - Forest
- This is a traffic corridor; primary function
- Cultural corridor, cluster of institutions representing arts
- Beautiful traffic corridor/entryway
- Heavily residential corridor access to housing areas and neighborhoods
- Local road first that acts as high intensity mixed-use corridor in the area to recreational activities
- Access to trails and Shultz Pass area
- Local/transitional highway into remote areas/gateway out/intimate feel
- Pine covered bluffs - blending of the old open space (built and natural environment, at risk area)
- Likely to turn into another Milton Road
- Split between residential/institutional character
- Function is transportation related to local access to recreational opportunities
- Storyline for the town
- Spokes of a radial city (transportation)

### *Discuss 3 - 5 major issues or concerns within the corridor.*

- Barriers of access - school/commercial/institutions on one side - residential on other side/crossing different/multi-modal but needs more focus on getting across
- Community corridor - not just a transportation corridor
- Safety - all kinds, missing sidewalks, bike lanes are missing, no across the road access, signage, street designations, left-hand turns
- Functional road/access to the road
- Urge southern boundaries to the end of the apartments
- West side residential vacancy, ridgeline development
- Extremely important to maintain/project open space - Coconino County property - Meadow around FALA
- Asked to provide many functions, ability to get across - safety - success of enterprises
- Museum partnership and buy in, trail connection - access from CCA to MNA Meadows at risk/protection of the views - hold water
- Singular nature of the corridor, no other way to service, capacity issues
- Crossing highway safely with numbers of vehicles
- Front yard of Sechrist School a mess
- A corridor at risk/transition not by design/lousy development
- Blend by design rather than an accident
- Traffic has to be on list
- Set of guidelines and principles that help
- Unsafe bike lanes/crossing safety/trail access
- Continuation of the trail
- Access from the road into Quintana and County's Community Development Department
- Traffic - need for capacity of traffic may erode the values of the corridor by causing a rush decision that may harm the character of the area - focus on cars alone
- Conflict between tourism and citizens in our community mixed-use character - wildlife extensive in area - worst fear - another Milton
- Wildlife in the area that crosses the road
- Power lines create an industrial look that are not consistent
- Jarring contrast of natural beauty and the industrial components - overhead lines, utility boxes and chain link fencing that does not feel good
- Forest Service's decisions impacting road, other

solutions to the problems/street crossing, Forest Service should be involved in a way

- Weed and invasive species; weed management
- Management involving all the different agencies before moving - have plans vetted before effect
- Changing existing built is impossible regulating new development
- Navigate tension of community densities, character and transit oriented development
- Zoning regulated - current zoning entitlements - vision for county parcel and other vacant parcels - complementary development
- Increase the capacity of traffic with the community in mind
- Safety issues/signage issues that would help
- Experience vs. pass through values

### ***Discuss 3 to 5 of the greatest assets of the corridor.***

- MNA - enhancing
- Grand Canyon Trust
- Preservation of the historical Museum and recreational opportunities
- Meadows access to the facilities
- Access to the Grand Canyon and Shultz Pass
- Employment area
- Great examples of historic architecture - Rio de Flag views - what do we want to achieve - "love it to death"
- Corridor still feels rustic/museums, trails
- Maintain historical flavor/character to the corridor
- 2-lane road - multi-modal
- Variety of activities in a compact area
- Values of community - reflection
- Cultural amenities
- Meadows/Ridgeline - 2-lane road - low speed traffic
- Provides access, enhancing area
- How do we grow the patronage of the institutions
- It's a fine way of entering Flagstaff from the north
- Urban trails that parallel the corridor - Karen Cooper Trail
- Historic zig zag split rail fencing
- Different types of fencing at the back of Coconino Estates (not an asset)
- Use of Basalt - historic detailing
- Tourism/alternatives/amenities - asset is good for the economy/attracting visitors to Flagstaff
- Potential commercial development - how you pull it off, park-n-ride
- Contrast parking areas

### ***What are the biggest barriers to realizing enhancement along Fort Valley Road?***

- Change the idea of level of service/metrics
- Financial and political - too many
- Lots of little pieces affecting outcome
- Conflict between function and character
- Traffic focus
- Leadership - increase function
- Slowing traffic down from the north, traffic from Grand Canyon to Flagstaff - speeders
- Establishing
- Accommodating profit and character
- Traffic and speed to get to the destinations
- Land ownership and use access to Flagstaff from south rim slowing down traffic
- Threat - wildfire and flooding
- Buy-in for plans, figure out how to pay/finance the enhancements
- Money
- Financial jurisdictions in the corridor not straight forward/route transfer, local road/boundaries
- MNA prioritize place with traffic ADOT right-of-way
- ADOT/County/City/FS - differing of functions
- State Highway - federal policies - reality
- Priorities - through route vs. place making
- ADOT ROW

### ***If you were to leave Flagstaff and return in 20 years, what would you like Fort Valley Corridor to look like?***

- No significant changes to the corridor in the last 20 years - "enhanced"
- Welcoming gateway
- Enhancement of historical and art
- No fires - better pedestrian crossing /pedestrian-friendly environment
- Enhance historical features
- Vibrant place - not the activity of a corridor
- Exactly the same - "more design features"
- Sidewalk both sides
- Designated bike lanes
- Crossings - landscape median
- No modern crossing - agreed to 3-lane
- Don't lose character with curb and gutter
- Rare experience
- ADOT: scoping study Hwy 180 both sides is underway. Currently cost of improvements are in the \$10 mil range



- Distinction between rural and urban features
- A more quaint place; coexisting functions
- More space for activities
- Better signage
- Lighting designated crossing
- Sculpture Trail
- Art incubator center for the art area
- Slow traffic enhancement to rural
- Less dependence on cars
- No overhead utility lines

#### *What else should we consider?*

- Interpretive pedestrian art corridor
- Commercial mixed-use development
- Walk, look, eat - maximum traffic 30 mph
- No lighting enhancements
- Less dependable on the automobile/encourage multi-modal transportation
- Bury overhead lighting
- Utilization of natural materials
- Types of facilities - County government - facilities plan - not long-term idea - not ideal government institution location
- Plan for how cultural institutions work together/share resources
- Redevelopment opportunities to enhance cultural opportunities
- Help FALA with exterior presentation
- Boundaries - could go all the way to Humphrys - Forest-City open space
- Directions that point to future efforts to build off of - create community to move forward
- Manage signage

## **2.5 Cultural, Education, and Research Institutions**

### **Attendees**

- Brad Bielenberg, Otak
- Esliir Musta, Coconino County Facilities Management
- Susan Brown, Coconino County Facilities Management
- Gwen Groth, AZ Pioneer Historical Society
- Mary Lou Morrow, Northern AZ Pioneer Historical Society
- Susan Olberding, USFS Fort Valley Experimental Forest/Resident
- Joe Shamm, Flagstaff Cycling
- Greg Weber, FUSD#1
- M.J. McMahon, NAU
- Becky Daggett, FALA
- John Albert, FUSD/Principal of Sechrist Elementary
- Pat Loven, Historical Society
- Robert Breunig, Museum of Northern Arizona
- Jim Babbitt, NAPHS
- Mark Easton, Coconino Community College
- JT Tannous, Flagstaff Cultural Partners
- Vincent Richie, Pioneer Museum

#### *What is the perceived character of the corridor today?*

- An important area with educational, cultural and transportation institutions
- Drive through to Snowbowl
- Mixed-use area - issue area - residential, MNA and tourism area
- Major through-way to Snowbowl - traffic
- Unsafe for bicycles, unplanned fire risk on the corridor
- Urban forested area that is inviting you to visit at Sechrist
- Giant forested area, train, beginning of something then disappears
- From north to south, start at MNA, but disappears - moving south, opportunity and possibilities unrealized in the area
- Competition between tourism and residents - safety (power pole), fire issues, two lanes
- Unsafe, hard to plow, small improvements
- Death corridor for cycling, recreation - safety issues, congested
- Fire concerns
- Historic corridor with fragments of the split fences; potential for enhancements
- Eroding character
- Not changed significantly except for new signs and environmental issues with salt
- The continuum of the corridor
- Scattered things, no cohesion
- Highest concentration of the museums and arts, very lucky and not duplicated in area
- Traffic challenges due to Humphrys (Snowbowl and Nordic Center)
- Great asset - this is a rare opportunity; work to make it special

- Unplanned drive through congestion, lack of coordination and architectural potential
- Potential but not planned, speed issues
- Want to create a sense of place; dealing with high volume of traffic
- Last remnant of the old Flagstaff
- Help to strengthen cultural institutions

***Discuss 3 to 5 major issues or concerns within the corridor.***

- Congestion is a problem, light at FALA, better but not perfect
- Concern for cycling - no cycling trail available - FUTS not suitable - driveways at Peaks, etc.
- ADOT is not recognizing cyclists, just vehicles
- 400 cyclists from town to Snowbowl per week
- Sechrist School crossing/pedestrian bridge would help safety
- Heavily used road dealing with traffic, not going away concentrate on traffic so safety will increase
- Chemicals on the road will kill trees and change atmosphere
- Snow play area
- Preservation of historical elements
- Map not big enough - about Snowbowl to NAU to Doney Park
- Traffic issues are citywide, accepting congestion as the way of life - figure out how to work around it
- Traffic counts show local residents are heavy users - number of cars drop after Saderville
- Are we interested in tourism?
- Design while keeping historical dimensions
- Smaller landowners are a consideration on what they must do
- Development in private parcels
- Resources - potential sources of funds/potential federal highway funds if there is a plan and vision to get the implementation
- MNA is committed to preserving the character of the lands on the corridor/worried about losing character over time. The wrong development, if unplanned and not thought out/incremental changes, are a threat
- Any plans to increase activity in the expansion plans at the MNA Study /at the Pioneer Museum for a master plan?

***Discuss 3 to 5 of the greatest assets of the corridor.***

- Split rail fence - identity element (not a lot missing)
- Community that cares
- Meadows and forests
- Features at Pioneer Museum
- Entry to Peaks
- MNA entrance
- Increasing visibility
- Rio de flag
- FUTS Urban Trail
- Memories and history
- Amount of people traveling into the corridor - how to get them to stop in the area/turn into the institutions and take advantage
- Multiple purpose areas already divided out; that would need to be addressed - difficult to theme - connections important
- All of these make the culture of northern Arizona
- Reality is that the inconvenience is small
- Number of hours inconvenienced/enjoyment of the open spaces; community that cares
- The viewshed of the San Francisco Peaks
- The two water springs in the area
- Complete and promote the idea of the corridor by split rail fencing using common materials
- Bury the power line underground
- Traffic calming - slower
- Public transit in the area - County/City/MNA/Lowell - stop and ride partnership

***What is or what should be the function of the corridor?***

- Needs to be smooth ingress/egress for residents and encourage more tourists
- Thoroughfare
- A destination competes with thoroughfare function
- Students at FALA walk and use public transit
- Way to slow traffic/monument noting a special area/ stone entrance/exit - see natural beauty
- Monument in each corner of the area - multiple
- Cultural/historical/heritage destination thoroughfare married with the transit
- Multiple use, define the beginning and end, promote it - visitor center
- Economic development as additional opportunities/ assets

- Traffic light at Fremont is a blessing, slowing people down
- Tourism part of economic development - work opportunities and provide jobs - would be vital to Flagstaff - all needs to be considered
- Promote walking to school/less cars on the road
- Make sure the corridor is enticing; make it a positive experience for people
- Last stops before Grand Canyon - commercial destination as the start out point as it was historically
- Sustainable economic growth - struggle with concept (not seen as a group)
- Have a safe bike lane on 180 Fort Valley
- The beginning of Flagstaff, doing development right - split rail fencing, pillars, slow traffic
- It should not be only transportation option - cultural corridor connected with art walk feel/experience
- The better the institutions are, the better for the community

***If you were to leave Flagstaff and return in 20 years, what would you like Fort Valley Corridor to look like?***

- The area has not changed a whole lot in the past; thoughtful development
- Lighting that reflects the historical character of the area
- The forest remains intact
- Wildflowers, Ponderosa trees on the side of the road - sodium treatment causing die-off
- Change poles so they have historical character if not underground
- Remain the same feel with culturally identifying markers, thoroughfares, cohesive development
- Extend the corridor to Fort Valley/Hart Prairie at 35 mph
- Development that is thoughtful - concern for County hillside property
- New Cultural Center - one on the county property
- Keep the old character of the buildings and corridor - beyond curbs and gutters is where district should concentrate - rock/wood structures. Road will be developed.
- Extend the corridor to include Forest Service - 7+ miles north
- More retail and commercial development that would slow the area
- Increase facilities for cycling/pedestrians

***What else should we consider?***

- How do you get property owners to buy into the ideas for improvement?
- Traffic counts are vital
- Reach out to businesses now so they don't react after the fact

## 2.6 Public Open House

### Attendees

- Brad Bielenberg, Otak
- Esliir Musta, Coconino County Facilities Management
- Susan Brown, Coconino County Facilities Management
- Tiffany Antol, Coconino County Planning
- Jack Welch
- Henry Poore, M.D.
- Carl Taylor, Coconino County
- Kevin Conto
- Norm Wallen
- Holley Taylor
- Tim Starky, Coe & Van Loo
- Kirsten Iwai
- Diane Lenz
- Lina Wallen
- Rich Kozak
- Mandy Metzger, Coconino County
- Nathan White
- Keijii Iwai
- Darcy Allen, Grand Canyon Trust

***What is the perceived character of the corridor today?***

- Physical aesthetics - "loving it to death"
- Beautiful area with great assets with highway through the middle
- 1959 Basque Shepherd just above McMillan House - spring at base
- Old residents have seen the widening of the road four times over the years
- Perception - traffic jam from Snowbowl to 66
- Seen many changes - before Coconino Estates
- Better changes over the last fifty years
- Initial promise for the development in Cheshire of fifty houses
- Traffic jam
- Placing power lines underground
- Beautiful gateway and cultural resources



- Power lines blocking views/tried to get underground utilities
- Using the sidewalk but safety a concern due to outside destinations and proximity to the highway
- Walk to Sechrist - beautiful area - compatibility of local and tourist traffic
- Unplanned development
- What is the solution to the traffic
- Thoughtful planning and the remodeling of the homes
- Historical value to old people in Flagstaff
- Historic corridor and places that have received attention and some have not
- Cool place, open space, trails, recreational opportunities
- Wildlife
- Recreational area, three trails in the area
- Change as the common denominator
- Appreciate the museum and educational institutions
- Preserving the historical connections by value in education
- A mess because of the traffic
- Fix the road and leave the rest alone (preserve other features as is or get the road out)

***Discuss 3 to 5 major issues or concerns within the corridor.***

- Traffic, power lines, traffic
- Utilities in the area - solve utilities by putting them underground/restore viewshed
- Cultural and trail, establish a parkway to see area without increasing traffic issues
- Pedestrian/multi-modal travel along the corridor
- Enhance collaborations for more opportunities and cooperation
- An area you want to get through - get to being a place you want to be
- Creating a space in Ft. Valley
- Walking by enhancing the trails and sidewalks
- Salt on the road are killing old growth trees in their properties/beauty of corridor
- Opening an interchange at A mountain from I-40
- Conflict between beautiful corridor and destination thoroughfare as fast preservation of areas
- Losing the historical touch for the corridor
- Bringing more people in when traffic is already a problem - need for thoughtful planning

***Discuss 3 to 5 of the greatest assets of the corridor.***

- Enhancing facilities for pedestrians and bicyclists - crossing dangerous
- Feel safe on sidewalks but crossing is an issue
- Great historical value not well known - historic places - upgrades - others in need of decision
- Two interchanges - I-40 CC and A-1 Mountain - A-1 designed to divert traffic from I-40 to north - would like to see A-1 Mountain interchange opened
- Greenfield and redevelopment in hands of County - ensuring good public process to ensure new development consistent with vision
- Cultural resources and museums
- Coolest places to live, work and play - locals understand - tourists traveling to get somewhere else as fast as possible
- Recreation area - FUTS, AZ Trail and Flag Loop Trail
- Traffic, pressure in this area - priceless assets - unknown
- Education to the community about the value of the corridor - not enough history
- History
- Beautiful
- Have public input in the process
- Creating opportunities to showcase the historical connections in the area - interpretive/Rio de Flag / natural
- Fencing as the unifying feature for the corridor

***If you were to leave Flagstaff and return in 20 years, what would you like Fort Valley Corridor to look like?***

- Keeping it the same as it is now - wouldn't want it to look too different
- New developments are not the answer and it will deteriorate the quality of life; new development incorporating trails - at capacity now
- Visitors Center
- Parkway with enhanced things to see on natural lookout, bicycle route; would like parkway to focus on natural environment, lots of interesting areas, more multi-modal
- Parkway - two lanes, one in each direction enhanced as a destination rather to somewhere else/stop using the corridor to Canyons
- Consider parkway vision - carefully planned recreation uses and areas - well managed area, better connectivity - access to outdoor activities in the area

- Increase utilization as a destination that could increase stay in Flagstaff
- More trees
- Better traffic
- Take into the account the tourism - walkable and bicycle place
- Lower emissions in the area
- Signage along the road
- Transit issues for residential areas

## 2.7 Conclusions of Stakeholder Input

Based on the input from the various stakeholders, the following is a summation of corridor issues, corridor goals, and corridor vision:

### Corridor Issues

While there were very specific issues raised about the corridor, such as the use of salt for snow melting, the majority of the issues revolved around five main topics:

- Traffic
- Safety
- Natural and cultural environment
- Lack of corridor identity
- Corridor cohesion

### Traffic

While this study does not specifically address traffic issues, traffic along the corridor is considered the number one issue adversely affecting the corridor. This is best illustrated by the fact that all stakeholder groups described the corridor in a similar manner; a traffic jam, a thoroughfare, a through route, a traffic corridor, a mess because of traffic, and a beautiful place with traffic in the middle. Understanding and maintaining capacity while also addressing its impact on the aesthetics of the corridor will be a great challenge and will require a progressive approach to traffic management. While this study will not propose any specific traffic solutions, the planning principles developed and outlined herein should be used as a guiding principle for future traffic studies. Other key traffic issues discussed included:

- Pedestrian and bicyclist safety
- Lack of traffic signalization
- Traffic calming
- Left turns at Museum of Northern Arizona
- Bus and parking at Sechrist Elementary
- Neighborhood access
- Institution and business accessibility

### Safety

Several safety concerns were raised with the primary focus on pedestrian and bicycle safety. While facilities are provided for pedestrians and bicyclists along the corridor, they tend to be secondary to vehicular facilities and are often inadequate. This is most obvious in the fact that there is only a pedestrian path on one side of the road, Fort Valley Trail, which is located along the road on the east side. The safety issue related to this is exacerbated by the fact that most of the residential development, along with their sidewalk improvements, are located on the west side of the road. The bike lanes were also of particular concern. While the FUTS Trail provides a safe place for the casual bicyclist, the bike lanes on the road are narrow and unmaintained. In fact, Flagstaff Cycling indicated that Fort Valley Corridor is a must avoid road for the cyclist and is often used to illustrate what not to do when developing a corridor for cyclists. Other key safety issues discussed were:

- Sechrist Elementary School Crosswalk
- Vehicle speeds
- De-icing salt and water quality of streams
- Direction, Wayfinding, and Regulatory signage
- Lack of crossings facilities

### Natural and Cultural Environment

Overwhelmingly, the natural and cultural environment was cited as the greatest corridor asset. While a lot of development has occurred over the past decades, the corridor has seemingly remained unchanged. This is partly due to the great cultural resources and museums along the corridor, in particular the Museum of Northern Arizona, and the large tracts of land that are under their ownership that have been preserved and undeveloped. However, because Fort Valley Road represents the “old” Flagstaff character with its forest and open grasslands, it is perceived as a corridor at risk. While future development most likely won’t turn the corridor into Milton Avenue, it remains at risk of losing the naturalistic character that defines the corridor. This scenic quality is adversely affected by the overhead power lines and other utility infrastructure that has been installed as the area has developed. Key Natural and Cultural Environment issues discussed included:

- Historic and cultural assets
- Museums
- Low impact recreational facilities
- Views of San Francisco Peaks

- Research institutions
- Native vegetation
- Stackrail fencing

### ***Lack of Corridor Identity***

Currently there is no singular element, or series of elements, other than the natural environment and the stackrail fence, that provides a cohesive aesthetic for the corridor. The stackrail fence does provide character to the corridor, however it is not a continuous element along the corridor and in some cases is not even visible from the road, as discussed in Section 1.2. This creates the perception of a disjointed and unorganized streetscape that lacks a unified identity and sense of place. It also reinforces the lack of connection between the major institutions such as the Museum of Northern Arizona and Pioneer Museum as well as connections between adjacent neighborhoods and the corridor.

### ***Corridor Cohesion***

A final issue raised by stakeholders was the lack of cohesion along the corridor. The lack of cohesion was identified in the built environment along the corridor, how the corridor is managed, and long-term planning, both on the public and private side.

To date, the various institutions and neighborhoods along the corridor have developed design aesthetics individually. This has created a somewhat haphazard aesthetic to the overall built environment. While there has been some use of similar materials, there isn't an organized approach to the corridor aesthetic. This leads to certain areas having little impact on the natural environment which helps define the corridor, such as the Museum of Northern Arizona campus, while other areas seem to contrast with the natural environment, such as Sechrist Elementary School.

There is also a lack of cohesion between the various entities that manage the road. The corridor is a state highway with oversight provided by Arizona Department of Transportation. The City of Flagstaff maintains the corridor within the City limits, providing general maintenance. Outside the City limits, general maintenance is provided by Coconino County and ADOT. While ADOT does have a memorandum of understanding and intergovernmental agreements in place with Coconino County and the City of Flagstaff, there isn't really a coordinated effort for improvements between these various entities. Even

with the best intentions this can, and has, lead to different approaches to maintenance and long-term planning along the corridor, further emphasizing a lack of cohesion.

Finally, while there has been, and will continue to be, an overall sharing of information from the various institutions along the corridor, each has approached their long-term planning efforts based on their individual institutional needs. Very little has been done to look at how these long-term planning issues relate to the overall preservation of the corridor or how a particular institution corresponds with the overall corridor goals and vision. Furthermore, little has been done to identify opportunities between institutions based on long-term planning goals and objectives for the various institutions.

Creating a cohesive approach to visioning the corridor will help preserve the key corridor assets while promoting economic development and creating a destination. It will develop a distinguishable identity for the corridor and create a unique sense of place.

### ***Corridor Goals***

Based on the input provided by the stakeholders, the following is a preliminary list of corridor goals:

- Preserve the naturalistic character of the corridor
- Maintain scenic quality of the corridor
- Develop a sustainable lifestyle along the corridor
- Improve pedestrian connectivity
- Promote a walking environment
- Enhance connections between the various institutions and cultural assets along the corridor
- Create the corridor as a destination for both visitors and residents
- Define the beginning and end of the corridor
- Develop a corridor identity

### ***Corridor Vision***

Through the interactive Stakeholder Forum and input from various stakeholders and the physical parameters of the corridor, a preliminary working vision for the corridor was developed as:

***“A Gateway corridor that preserves the natural, cultural, and historical assets; linking these together with the neighborhoods, the community, and people to create a destination with a strong sense of place.”***





## Next Steps Toward Implementation



## 3.0 Next Steps Toward Implementation

### 3.1 Implementation

Implementation of the concepts presented in this report is a long-term proposition that will involve multiple jurisdictions, various stakeholders, several interest groups, and strong leadership to guide the process and ensure the goals and objectives outlined are met. It will require identifying some initial projects that can be implemented to show that agreed upon outcomes are achievable and moving forward as well as setting forth a clear vision for the future.

The success of plans such as this are measured in decades, not years. The most important part will be setting the vision and putting in place goals and guidelines that allow for development and improvements to continue, but also to make sure these happen in such a manner that they support the long-term planning goals for the corridor. It will also require additional studies and the development partnerships between various jurisdictions and stakeholders to build synergy between various projects.

Developing a strategy for implementation is an important first step and key cornerstone of this report. Even in the best of times implementation for this type of project would not take place at once, but rather done through a series of phases. As our Federal, State, and Local jurisdictions continue to have challenges with funding public improvements, securing the necessary funding will require different types of partnerships.

Realizing the complexity of the improvements proposed and the funding constraints, the implementation strategy suggests the following next steps be taken:

- Form a Cultural District Organization
- Create a Cultural District
- Identification of additional studies
- Plan adoption
- Partnerships
- Initial projects

While there isn't a specific order to which step comes first and which one comes last, it is the recommendation of this report that the first three (3) items become the priority. The remaining items could happen at anytime, even during the development of an organization and the creation of a district.

### 3.2 Fort Valley Cultural Corridor - A Plan at Risk?

The greatest risk to success of this plan is stagnation. If someone, or an entity, does not take ownership and marshal the plan past the many obstacles that will be put in place, the plan runs the risk of being a study that sits on a shelf and gathers dust. Strong leadership will need to be developed to overcome the many obstacles and bring the vision expressed by the stakeholders to reality.

#### Leadership

As mentioned above, leadership is paramount to the success of this plan. This leadership will be responsible for promoting and guiding implementation of the plan over the ensuing years. Coconino County has taken the first step in providing leadership through the commission of this study. Other stakeholders have also taken a leadership role through the development of individual projects on their property or through the support of other projects, such as the Art Incubator idea, that support some of the initial ideas discussed during the Stakeholder Forums. Moving forward, this leadership needs to coalesce around the initial vision of developing a Cultural Corridor and embracing and expanding upon the initial goals developed from comments gathered at the stakeholder meetings. Developing a common vision and set of goals will guide the development of the corridor in a cohesive manner. Leadership needs to come from various stakeholders along the corridor, including the Museum of Northern Arizona, Pioneer Museum, Coconino Center for the Arts, Flagstaff Unified School District, the City of Flagstaff, and Coconino County.

### 3.3 Form a Cultural District Organization

As mentioned above, the development of a Cultural Corridor will take years to accomplish. Ensuring this is accomplished will require strong leadership. This leadership could come through individual stakeholders or a committee of stakeholders. These leaders need to take ownership in the corridor vision, goals, and concept and lead the various stakeholders in promoting the development of a Cultural Corridor. Once the leadership is identified it needs to be organized. To accomplish this, it is recommended that a Cultural District Organization be formed to provide this leadership and guide the project through the ensuing years.

### Cultural District Organization

One technique in creating this organization could be similar to other organizations formed throughout the nation such as the Friends of Highline in New York City, Friends of Parks in many large and small cities, or Friends of Rio de Flag and Grand Canyon Trust here in Flagstaff. These organizations can be set up simply as like-minded individuals organized around a set of principles they agree on, as a for-profit organization with a vision and a mission statement, a Trust, or as a foundation that is spearheaded by an individual, family, or organization. However, many of these organizations choose to be organized as a 501c, allowing them to accept contributions and donations that are tax-deductible. The contributions and donations are used to fund projects, pay staff, and provide maintenance.

As a first step it is recommended that a Fort Valley Road Cultural Corridor organization be formed. The exact organizational structure and their relationship to Coconino County and City of Flagstaff should be determined by the individuals of the organization as they define their vision, mission, and charter. It is recommended that the committee consist of a maximum of 15 members and at a minimum should include representatives from the following:

- City of Flagstaff Community Development
- Coconino County Community Development
- Arizona Department of Transportation
- Museum of Northern Arizona
- Coconino Center for the Arts
- Pioneer Museum
- Arizona Historical Society
- Coconino National Forest
- Northern Arizona University
- Flagstaff Cultural Partners

The remaining members should be drawn from the general public. An emphasis should be placed on attracting members who have critical perspectives and should include representatives from the following:

- Native Americans
- Local Neighborhoods
- Educational Institutions
- Research Institutions
- Historic Preservation
- Environmentalists
- Business Owners

### 3.4 Create a Cultural District

An initial initiative the Cultural Corridor Organization should focus on is the creation of a Cultural Corridor Overlay District. This should be done in collaboration with the City of Flagstaff, Coconino County, and Arizona Department of Transportation. A Cultural Corridor Overlay District would be a tool for establishing development incentives for the corridor based on the concept of developing a Cultural Parkway and Interpretive Sculpture Walk. It would define the limits of the corridor, identify the properties included in the district, and develop goals and policies for the district. To accomplish this, it is recommended that an additional study, built upon this study, be developed with a specific goal of establishing the Cultural District boundaries, vision, goals, policies, and guidelines.

The Cultural Corridor Overlay District would need to be adopted by both Coconino County and the City of Flagstaff zoning bylaws and would superimpose the goals, policies, principles, and guidelines of existing zoning ordinances. It would provide incentives for landowners and developers to implement the improvements necessary to create the overall character of the corridor. The primary intention would be to support and encourage the retention of the existing historical, cultural, and natural features of the corridor while promoting the preservation of the natural environment, the development of new places for sculpture, art, interpretive elements, and the creation of new spaces for art and cultural activities along the corridor.

The Cultural Corridor Overlay District would be an additional layer of planning regulation for the City and County to provide guidance for future development along the corridor. Overlay Districts are commonly used throughout the United States and have been upheld by courts in all 50 States as well as the United States Supreme Court. The Overlay District could be structured to be primarily a set of guidelines for future development or it could be organized as a Special Improvement District or a Community Benefit District which would allow it to collect an assessment that could be used to fund projects, pay staff, and provide maintenance. Key benefits of an Overlay District include:

- Allows County and City governments to regulate property by use of Overlay Districts,
- Promotes economic development within the corridor and the City of Flagstaff because the arts and cultural activities



have been proven to serve as an economic engine

- Preserves the natural beauty and cultural history of the area
- Improves the quality of life within the area through the preservation of the natural environment and improved connectivity

### 3.5 Additional Studies

This particular study was commissioned with the goal of identifying key issues within the corridor, to develop some initial goals and guidelines, and to illustrate the potential appearance of a Cultural Corridor. It was not intended to be developed with enough significant detail to create an Overlay District or to be adopted as a sub-plan for Coconino County Comprehensive Plan or the Flagstaff Regional Plan. As such, it is imperative that additional studies be commissioned to address several major issues that are touched on, but not resolved in this study. These studies could be commissioned as a first effort by the Cultural District Organization or could be commissioned by ADOT, Coconino County, or City of Flagstaff. Some would build on existing studies with a specific focus on the study area outlined in this study, while others could be new studies. The following is a list of studies deemed necessary to enhance this study:

- Multi-modal Transportation Study
- Traffic Study
- Financial Impact Study
- Cultural Corridor Overlay District Study
- Corridor Master Plan and Design Guidelines
- Art Master Plan and Design Guidelines
- Cultural and Natural Resource Plan
- Infrastructure Improvement Plan

### 3.6 Plan Adoption

A priority should be placed on creating and adopting a plan that clearly defines the goals, policies, and guidelines for the Cultural District. This plan could be based on this particular study, a new, more in-depth study that includes additional information such as an economic impact study or traffic study, or a combination of past, present and future studies. The importance of this cannot be overstated. Without adoption, this plan becomes just a vision with no enforcement. Various agencies that oversee development and public improvements along the corridor will be encouraged to utilize the study as a guide, but will not be required to follow any of the suggestions. If they are unaware

of this plan, the project they are overseeing would not include any of the ideas outlined in this study. Further complicating matters is the reality that the road is owned by the Arizona Department of Transportation. Any proposed improvements within the right-of-way would need to be approved by ADOT. Additional agreements between ADOT, Coconino County, and the City of Flagstaff would need to be put in place prior to make sure improvements can be implemented. The Cultural District Plan could address these agreements and put in place the mechanisms for carrying forward improvements.

At a minimum, the final plan should include additional stakeholder and public outreach to receive further comments and direction on final goals, policies, principles, and guidelines. This input is necessary to ensure there is support, both by the major stakeholders involved in the project as well as the general public. Gaining this support will be crucial to make sure the plan has long-term viability.

Additionally, it is the recommendation that this report should be coordinated with other planning studies that have been developed for the area. These studies have been adopted by the various jurisdictions and the goals, policies, principles, and guidelines have been vetted with the public. As adopted plans they would need to be amended to recognize this plan as well as amended based on recommendations that may be different between this plan and the adopted plans. At a minimum, the following plans and studies should be reviewed:

- Coconino County Comprehensive Plan
- Flagstaff Regional Plan
- Coconino National Forest Resource Management Plan
- Flagstaff Metropolitan Planning Organization (FMPO)
- Flagstaff Regional Human Services Transportation Coordination Plan
- Fort Valley Highway 180 Scenic Corridor Plan

A stakeholder and public outreach process was included and the above plans were referenced in the development of this study. However, their use was intended to inform the initial concept plan ideas, not necessarily to correlate how these ideas fit into the various other plans. Further complicating the matter is the fact that various State and Local governments have jurisdiction over the corridor. The Coconino County Comprehensive Plan and Fort Valley Highway 180 Scenic Corridor Plan are Coconino County adopted plans while the

Flagstaff Regional Plan and FMPO Transportation Coordination Plan are Flagstaff adopted plans. Both governments would need to adopt this plan for it to be enforceable.

### 3.7 Partnerships

Another key component to the success of this plan will be the development of partnerships. These partnerships will need to be between private entities and between public agencies. However, most important will be the development of public-private partnerships (PPP). These will be complicated due to the fact that there are several public agencies involved in the corridor, City of Flagstaff, Coconino County, and Arizona Department of Transportation. It will be critical for the Cultural Corridor Organization to identify the potential public private partnerships as well as set up a system for encouraging the development of public private partnerships. These could be as simple as working with a land owner to deed right-of-way for the installation of stackrail fences and paths, to as complicated as developing lease back options for redevelopment of a property.

### 3.8 Initial Projects

While the additional studies are very important for creating an Overlay District, developing goals and policies, and creating a framework that can be adopted by the various agencies for implementation, it is also valuable to identify some initial projects that could be implemented immediately. These projects would be used to illustrate to the public that the project is a reality and is moving forward. The project should be simple, but highly visible, and generate excitement. Additionally, these initial projects could be used to raise awareness of the project, raise money, and identify additional partners. To the greatest extent possible, projects should include all major stakeholders, Coconino County, City of Flagstaff, ADOT, Coconino Center for the Arts, Pioneer Museum, and Museum of Northern Arizona. Some projects could be seasonal and linked together with other events that currently happen on the corridor, others could be temporary displays, while others could be permanent improvements for the corridor. As discussed previously, there is a need for leadership in organizing these projects which should be the Cultural Corridor Organization. Initial projects could be volunteer-based, funded by donations or by Coconino County, the City of Flagstaff, and/or ADOT. All projects will require coordination with the various jurisdictions that provide oversight along the corridor. Additionally, they may also require agreements with local landowners for access onto some private property.

### Meadow and Urban Forest Clean Up and Restoration:

#### **Project Purpose:**

A community project focused on maintaining and improving the health of the forest and meadows along the corridor by removal of invasive plants and trash, pruning and removal of diseased or damaged plants, and tree and meadow grass planting.

**Responsibility:** Volunteer based initiative

**Stakeholder Involvement:** NAU Forestry Program, Coconino County and City of Flagstaff Parks and Recreation, Museum of Northern Arizona, private property owners, ADOT

**Funding:** Contributions, donations from local nurseries

**Duration:** Held annually

As part of this effort, the Cultural Corridor Organization should work closely with NAU in researching the effects of the snow melting chemicals currently being used on the existing vegetation and structures along the corridor.

### Stackrail Fence Demonstration:

#### **Project Purpose:**

Educate local residents on the history of the stackrail fence, its uses, and how they are constructed. Conduct a hands-on construction and installation of stackrail fence along the corridor on properties where they do not exist.

**Responsibility:** Pioneer Museum and AZ Historical Society

**Key Stakeholders:** Local property owners

**Funding:** Demonstration fee, donation

**Duration:** Held annually

### Temporary Sculpture Walk:

#### **Project Purpose:**

A temporary display of sculptures created by local and regional artists situated along Fort Valley Trail between Coconino Center for the Arts and Museum of Northern Arizona.

**Responsibility:** Cultural Partners

**Key Stakeholders:** Coconino Center for the Arts, Museum of Northern Arizona, Arizona Historical Society, City of Flagstaff, Coconino County

**Funding:** Donations, grants

**Duration:** Held annually

### **Meadow/Wetland Interpretive Displays:**

***Project Purpose:***

A series of interpretive panels installed at the Fire Station and City owned property which discusses the importance of Meadows and Wetlands in the Flagstaff, Coconino National Forest, Rio de Flag, and the Colorado Plateau.

***Responsibility:*** City of Flagstaff

***Key Stakeholders:*** Grand Canyon Trust, City of Flagstaff, Friends of Rio de Flag, Arizona Historical Society

***Funding:*** City of Flagstaff, grants

***Duration:*** Single implementation

### **Urban Forest Interpretive Displays:**

***Project Purpose:***

An interpretive panel installed at Shultz Creek along Fort Valley Road which discusses the forest preserves on MNA owned land.

***Responsibility:*** Museum of Northern Arizona

***Key Stakeholders:*** MNA, ADOT, City of Flagstaff

***Funding:*** Museum of Northern Arizona

***Duration:*** Single implementation

### **District Banners:**

***Project Purpose:***

Develop and install a series of banners to be installed on light poles and utility poles along the corridor to help define the corridor and identify events.

***Responsibility:*** City of Flagstaff, Coconino County, ADOT

***Key Stakeholders:*** APS, Pioneer Museum,

***Funding:*** City of Flagstaff, Coconino County, grants

***Duration:*** Seasonal

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# Concept Plan



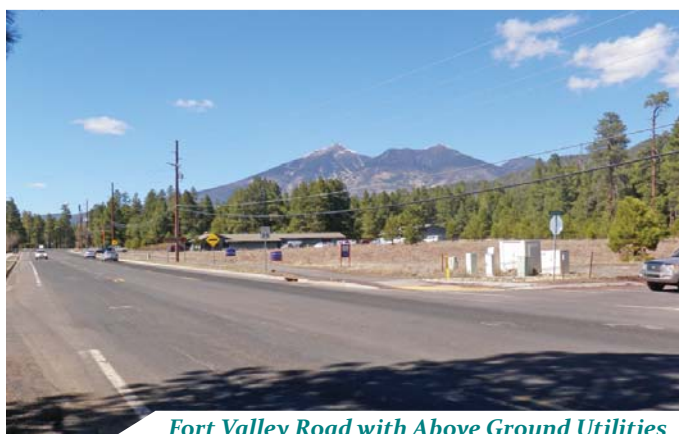
## 4.0 Concept Plan

The following section discusses an initial concept developed for the corridor. This Conceptual Plan builds upon ideas, suggestions, and feedback received during the stakeholder forums. The intent of the Concept Plan is to visually depict these ideas and suggestions, and to illustrate how initial concepts would appear. It also provides a framework for the “Next Steps” discussed in section 3.0 and is meant to be a guide for future improvements along the corridor. Finally, the Concept Plan develops an initial theme for the corridor and identifies key components and plan elements that reinforce this theme and support the preliminary vision of creating a cultural corridor as outlined in Section 2.7.

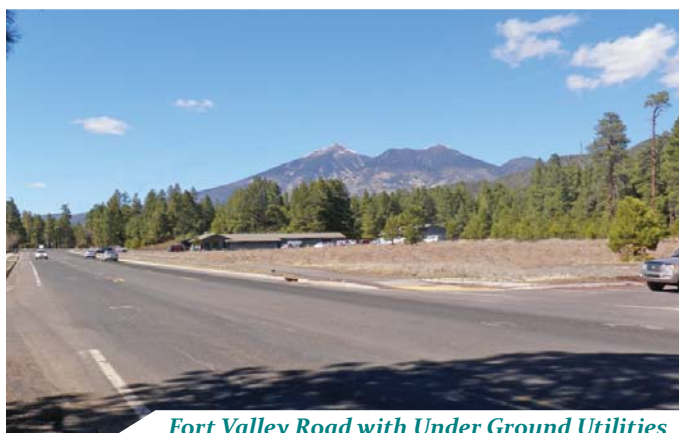
### 4.1 Theme

The following initial theme has been developed for the corridor:

***“Fort Valley Cultural Parkway & Interpretive Sculpture Walk”***



***Fort Valley Road with Above Ground Utilities***



***Fort Valley Road with Under Ground Utilities***

The Cultural Parkway concept draws upon the natural beauty and cultural significance of Fort Valley Road and utilizes Art, the Natural and Built Environment, History, and Research to create a destination that supports the major Cultural, Educational, and Research institutions along the corridor. It preserves and enhances the natural environment of this Gateway. Additionally, as a Gateway, the Cultural Parkway will serve as a starting point for visitors to Snowbowl, Coconino National Forest, the Grand Canyon, and the Colorado Plateau, linking the corridor with the State Route 180 Scenic Road and Flagstaff with the communities and destinations beyond its boundaries.

### 4.2 Key Components

There are eight (8) key components to the composition of the corridor that support the theme. These are as follows:

#### Overhead Utilities

Removal of overhead utilities will help preserve and enhance the visual quality of the corridor. The Concept Plan suggests the overhead power lines be placed underground for the entire length of the corridor.

#### Stackrail Fence

Stackrail fences are the primary unifying element existing along the corridor. The Concept Plan recommends the placement of stackrail fences along the entire length of the corridor, from Fremont Boulevard to Quintana Drive on the west side and from Shultz Pass Road to Meade Lane on the east side.

#### Paths

Installation of pathways along both sides of the corridor will strengthen the connection between the adjacent neighborhoods and Fort Valley Road. The Concept Plan recommends paths be implemented on both sides of the streets and new paths be developed at Quintana (Beale Trail), Creekside, and Blue Willow Road to provide connections to Rio de Flag, Karen Cooper Trail, and adjacent neighborhoods. Furthermore, to maintain the natural aesthetic of the corridor, it is recommended that the paths be developed with sand colored asphalt or stabilized decomposed granite (DG). This will allow for the paved environment to fit more harmoniously with the natural environment. Where possible, the paths should be developed as multi-use paths following the Flagstaff Urban Trail System (FUTS) design guidelines.





*Stabilized DG Path and Wood Light Poles*

## Materials

The types of material used throughout the corridor should be limited to local natural material. This will allow for the built environment to fit more harmoniously into the natural environment and preserve the natural characteristic of the corridor. Site amenities, signage, and interpretive and art elements should make use of simple, elegant, and contextual materials such as:

- Wood
- Stone
- Cor-ten Steel
- Stabilized DG and light colored asphalt for paths

## Median Treatment

A key suggestion from the stakeholder forum was the idea of developing Fort Valley Road as a parkway. The Concept Plan creates the “Parkway” appearance with the introduction of a new median treatment. The preferred material would be grass pavers planted with a low growing (no more than 3-4 inches) meadow flower/grass mix. This is supported by widening the bike lanes to 6’ and painting them a different color and enhancing the meadow between the road and the split rail fence. Grass pavers would function like a unit paver, allowing emergency vehicles to travel through the median, but minimizing use of the median by other vehicles. Meadow Grass would be cut low in winter time, and plowed to allow snow play transportation in the median. Alternatives to the grass paver median are:

- Eurocobble or other unit paver system
- Stamped colored asphalt

## Sculpture and Interpretive Elements

One of the key goals discussed during the stakeholder forum was linking the multiple cultural institutions together. To achieve this, the Concept Plan proposes the development of a “Sculpture Walk” beginning at Meade Lane and terminating at Fremont Boulevard at Flagstaff Arts and Leadership Academy. The Sculpture Walk would also have two major hubs where more elaborate sculpture gardens could be developed. One would be at Coconino Center for the Arts and the other would be at Museum of Northern Arizona.

In addition to the sculpture, the Concept Plan proposes the incorporation of interpretive elements along the corridor. These interpretive elements would highlight historic events that happen along the corridor such as Beale Road and the Homestead House, the natural environment such as wetlands, meadows, and springs, and culturally significant elements such as the San Francisco Peaks, Museum of Northern Arizona, and archeological sites.

Sculpture and interpretive elements would be placed alternating along the corridor with an emphasis on providing visual termini for access roads; the spacing and pattern are based on the geometry of the stackrail fence. Sculpture and interpretive elements would consist of the following:

- Small plaza with low stone wall
- Signage that identifies the artist and information about the sculpture
- Additional signage at interpretive locations, interpreting culture, history, and the environment
- Benches
- Other site amenities such as trash receptacles, low level lighting
- Promote the use of stone, metal, and wood (natural materials) in the development of sculpture



*Meadow Median*



### Gateways (north and south)

To help define the limits of the Cultural Parkway, new gateway treatments are proposed for both the southern and northern limits of the corridor. Since the exact limits are undefined, several options are proposed with a preferred recommendation. These options are shown on the Conceptual Master Plan, Page 4-9.

#### South

- Preferred Option: Meade Lane (Option A - Sechrist Elementary, Option B - Quintana Drive)
- Defined with traffic signals and sculpture

#### North

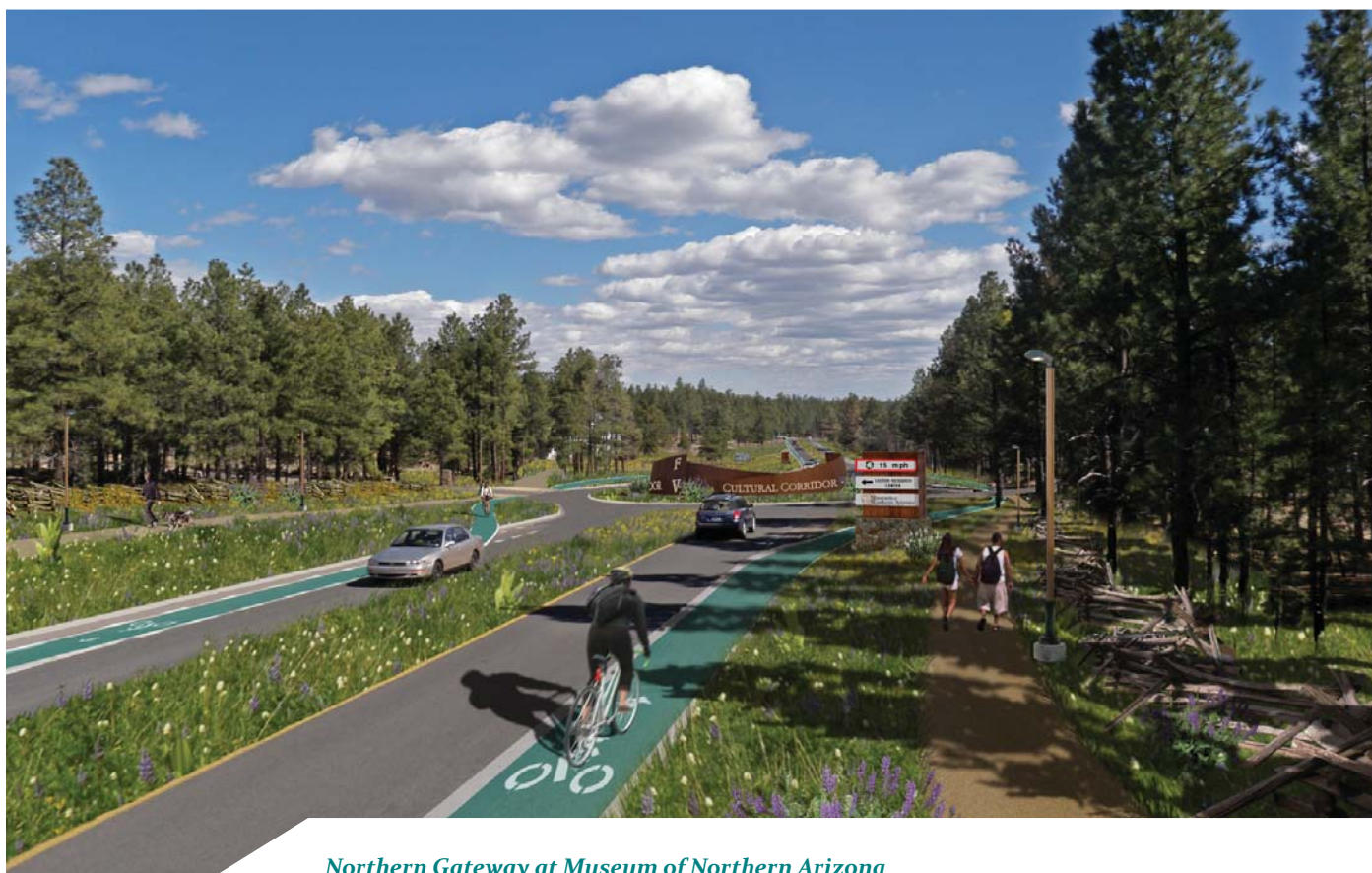
- Preferred Option: Museum of Northern Arizona (Option A - Proposed City Park, Option B - Fremont/Shultz Pass Road)
- Defined with round-a-bout and sculpture at Preferred Option and by traffic signals and sculpture at Option B

### New Bus/Queuing Loop at Sechrist Elementary School and Pioneer Museum:

Finally, one of the key challenges of the project is resolving the

traffic issues at Sechrist Elementary School. The Concept Plan addresses this issue by creating a new loop road off of Quintana Drive through the Coconino Center for the Arts property providing access to Sechrist Elementary and a secondary entrance/exit to Pioneer Museum. This helps resolve the traffic issue in front of Sechrist Elementary by placing left turns at controlled intersections, Quintana Drive and the new egress on the south side of Sechrist Elementary. The following additional improvements would also occur with this change:

- Access to Coconino County owned land east of Sechrist Elementary School
- Removal of parking in front of Sechrist and relocation of parking at the Coconino County Community Development and Facilities Complex and Pioneer Museum allowing for the incorporation of stackrail fence and meadow grass along this frontage
- A controlled zone in front of the school which will increase pedestrian and child safety
- A new arrival sequence and sculpture plaza at Coconino Center for the Arts
- Art incubator space at the Art Barn dedicated to environmental sculpture and art



*Northern Gateway at Museum of Northern Arizona*

### 4.3 Concept Plan Elements

The following is a list of plan elements that are shown on the Conceptual Master Plan on Page 4-9 and shown in the illustrations:

#### 1. Southern Gateway (Option 1)

- Signalized intersection
- Connectivity between neighborhood to west and commercial area to east
- Entrance monument (east side of road)
- Sculpture
- Interpretive (urbanization: Native American settlement to current urbanization)

#### 2. Forest Edge Preservation

- Extend FUTS Trail to southern gateway
- Add stackrail fencing to southern gateway

#### 3. Mesa Interpretive

- Interpretive (Flagstaff Mesas and how they informed settlement and development)

#### 4. New Bus/Queuing Loop Road on East Side of School

- One way loop, exit onto 4th at east side of school
- Access via Quintana (alternative access via Coconino Center for the Arts access drive)
- Add signal (operated only during school hours) for crossing and left turns
- Add sculpture as visual termini adjacent to neighborhood
- Optional Gateway Location

#### 5. Meadow Restoration

- Remove parking in front of Sechrist Elementary
- Move crosswalk to new school egress
- Provide parallel parking and connection to CCA access drive along front of Sechrist
- Extend FUTS Trail along entire frontage

#### 6. Art Park Incubator

- Focus incubator on sculpture (large monolithic)
- Provide live/work facilities for artists



*New Paths Along Fort Valley Road*



- Create sculpture garden/entry plaza between CCA and Art Barn – In conjunction with MNA sculpture gardens, serves as a starting/ending point of Sculpture Trail
- Extend FUTS Trail along entire frontage
- Coordinate with Sechrist Elementary on development of student art in conjunction with resident artist at incubator

#### 7. Coconino Hospital Interpretive

- Interpretive about hospital and adaptive reuse
- Sculpture

#### 8. Forest Edge Restoration at Pioneer and Coconino County Complex

- Remove parking in front of Coconino County Complex, relocate to back of buildings
- Add stackrail fencing along frontage
- Restore Ponderosa/grass edge along road

#### 9. Beale /Transportation Interpretive

- Relocate historic plaque to plaza at corner of Quintana

- Interpretive about the importance of travel along the corridor from Native Americans to present
- Sculpture
- Optional Gateway Location

#### 10. Wetland Interpretive

- Interpretive about importance of wetlands in Flagstaff and Coconino National Forest
- Sculpture

#### 11. Beale Trail – Rio de Flag Connection

- Extend Beale Trail to Karen Cooper Trail
- Provide link to Rio de Flag

#### 12. Commercial Development

- Coconino National Forest/Scenic Byway Interpretive Center
- Possible Park-n-Ride Facility – Snow Play stop / shared use parking
- Buildings pushed to the front of the site
- Parking behind



*Southern Gateway at Quintana Drive*

- Meadow buffer between road and building
- LEED certified facilities that fit contextually into the Meadow/Forest vocabulary

### 13. Meadow Median

- Create a “Parkway” by installing grass pavers and low growing meadow grass in median
- Grass pavers allow emergency access
- Incorporate Green Street technology

### 14. Meadow Restoration at Fire Station/Grand Canyon Trust/Mt. Calvary Lutheran Church

- Remove sidewalks and add FUTS Trail
- Sculpture at Mt. Calvary, American Conservation Experience, Fire Station, and commercial property
- Improved signs at all businesses
- Add stackrail fence

### 15. Forest Preserve at MNA & COF

- Purchase four vacant lots to preserve transition between development, meadow, and forest
- Interpretive element at northeast corner of MNA preserve
- Add trail to connect Fort Valley Road with Rio de Flag

and Karen Cooper Trail

- Add crosswalk (potentially with pedestrian activated signal) at north edge of preserves

### 16. San Francisco Peaks

- Interpretive about San Francisco Peaks
- Sculpture

### 17. Coyote Springs Interpretive

- Interpretive about importance of springs in the area
- Sculpture

### 18. Forest Edge

- Provide assistance to re-establish forest edge along road
- Work with ADOT and COF to minimize use of de-icer
- Partner with NAU School of Forestry to assist with urban forest restoration and preservation

### 19. Research Institutes Interpretive

- Interpretive about research and scientific advancement within the Flagstaff and Northern Arizona region
- Sculpture



*Meadow Median, Bike Lane, and Pedestrian Improvements at Creekside Drive*



## **20. Homestead Interpretive**

- Interpretive about homesteading and settlement of Flagstaff/Native American displacement
- Sculpture

## **21. Museum of Northern Arizona Interpretive**

- Interpretive about Native American and Northern Arizona Art
- Sculpture

## **22. Northern Gateway**

- Round-a-bout at north parking area and exit from Colton Research Center
- Sculpture in the middle of the round-a-bout with FV and cultural corridor name inscribed on sculpture
- Provide crosswalks
- Interpretive about Gateway to Coconino National Forest and Grand Canyon

## **23. Museum of Northern Arizona Sculpture Garden**

- Sculpture Garden located on MNA campus
- Sculpture developed by Native American Artist
- New paths that link Sculpture Garden with Museum and the proposed trails
- In conjunction with Coconino Center for the Arts Sculpture Garden, serves as a starting/ending point for the Sculpture Trail

## **24. Shultz Trail Connection**

- Connect trail with easement
- Sculpture at terminus

## **25. Meadow Preserve - City of Flagstaff**

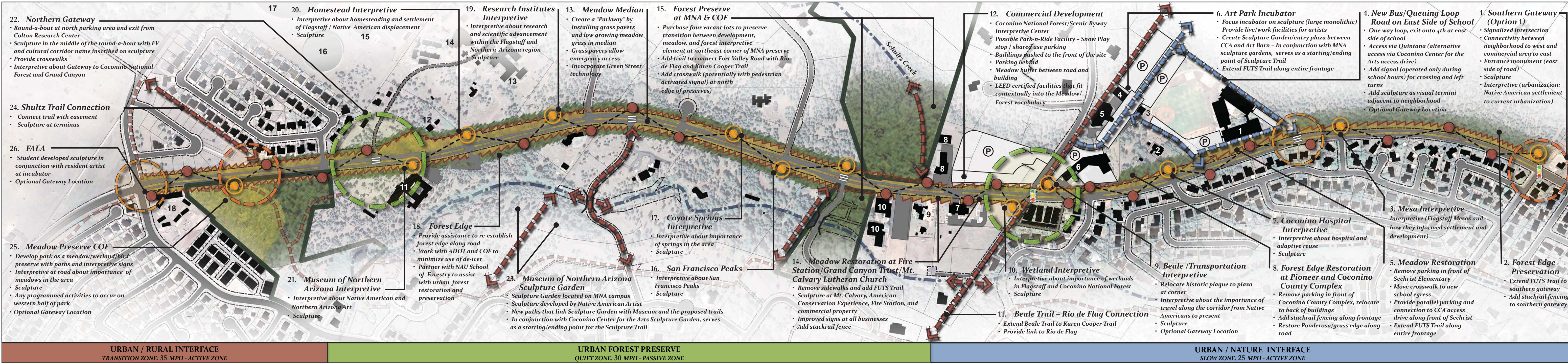
- Develop park as a meadow/wetland/bird preserve with paths and interpretive signs
- Interpretive at road about importance of meadows in the area
- Sculpture
- Any programmed activities to occur on western half of park
- Optional Gateway Location

## **26. FALA**

- Student developed sculpture in conjunction with resident artist at incubator
- Optional Gateway Location

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Stackrail Fencing



Basalt Stone Walls



Colored Asphalt



Grass Pavers



Street Trees



Cor-ten Steel



Signage



Street Furnishings

BUILDING KEY	
1 Sechrist Elementary	10 Mt. Calvary Lutheran Church
2 Pioneer Museum	11 MNA Exhibition
3 Pioneer Museum Barn	12 McMillan Homestead
4 Coconino County Barn	13 H. S. Colton Research Center
5 Coconino Center for the Arts	14 Easton Collection Center
6 Coconino County Complex	15 Reservoir Utility Bldg.
7 Fire Station	16 Reservoir Storage Tank
8 American Conserv. Experience	17 12 Mil. Gal Reservoir
9 Grand Canyon Trust	18 F.A.L.A.

LEGEND	
	Multi-Modal Connections
	Vehicular Connections
	Interpretive / Sculpture Organization
	Interpretive Element
	Sculpture
	Signalized Intersection
	Primary Gateway
	Secondary Optional Gateway
	Tertiary Optional Gateway
	New Parking
	Pedestrian X-ing